

California High-Speed Rail Authority

Fresno to Bakersfield Section

Final Supplemental Environmental Impact Report

October 2018



CALIFORNIA
High-Speed Rail Authority

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California High-Speed Rail Project

Final Supplemental Environmental Impact Report Fresno to Bakersfield Section

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California High-Speed Rail Authority. October 2018. *Fresno to Bakersfield Section California High-Speed Rail (HSR) Final Supplemental Environmental Impact Report*. Sacramento, CA.

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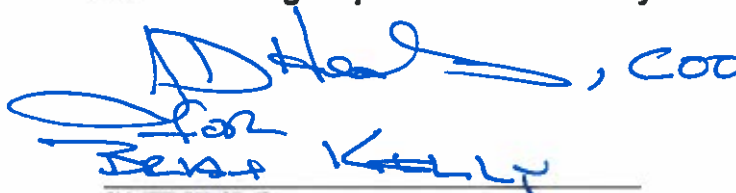
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California High-Speed Rail: Fresno to Bakersfield Section

Final Supplemental Environmental Impact Report

Pursuant to:
California Environmental Quality Act, P.R.C. 21000 et seq.; State of California CEQA Guidelines,
California Administrative Code, 15000 et seq.

Prepared by the
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PREFACE

What are the Project Changes that Require an Environmental Document?

The *Fresno to Bakersfield Section California High-Speed Train Final Project Environmental Impact Report/Environmental Impact Statement* (EIR/EIS) (Authority and FRA, 2014) considered several alternatives between the cities of Fresno and Bakersfield and ultimately identified a Preferred Alternative from the Fresno High-Speed Rail (HSR) Station to the Bakersfield HSR Station to Oswell Street in Bakersfield. The Preferred Alternative identified in the 2014 Final EIR/EIS consists of the BNSF Alternative with the Kings/Tulare – East Station in combination with the Corcoran Bypass, Allensworth Bypass, Bakersfield Hybrid alternatives, and the Truxtun Avenue Station. In the Draft Supplemental EIR/EIS and this Final Supplemental EIR, approximately 24 miles of the Preferred Alternative is referred to as the “May 2014 Project,” which consists of a portion of the BNSF Alternative (from Poplar Avenue to Hageman Road) and the Bakersfield Hybrid Alternative (from Hageman Road to Oswell Street). The May 2014 Project included a station that would be constructed at the corner of Truxtun and Union Avenues/State Route (SR) 204 as well as a maintenance of infrastructure facility (MOIF) that would be located along the alignment just north of the City of Bakersfield and 7th Standard Road. For the purposes of this Final Supplemental EIR, the “May 2014 Project” refers to the portion of the Preferred Alternative alignment from north of Poplar Avenue in Shafter to Oswell Street in Bakersfield.

Following publication of the *Fresno to Bakersfield Section Final EIR/EIS*, in May 2014, the California High-Speed Rail Authority (Authority) Board of Directors (Board) certified the Fresno to Bakersfield Section Final EIR/EIS and approved the Preferred Alternative from the southern limit of the Fresno Station to the north side of 7th Standard Road, the city limit of the City of Bakersfield.

In June 2014, the Federal Railroad Administration (FRA) issued a Record of Decision (ROD), which considered the information and analysis contained in the 2011 Draft EIS, the 2012 Supplemental Draft EIS, and the 2014 Final EIS, and substantive public and agency comments, including comments filed after the issuance of the Final EIS. Through the ROD, the FRA approved the Preferred Alternative in its entirety from the Fresno Station to the Bakersfield Station at Truxtun Avenue.

As a result of coordination by the Authority with local agencies and stakeholders, a new alternative was identified for the Fresno to Bakersfield project. The Locally Generated Alternative includes an alternative alignment from Poplar Avenue north of Shafter to Oswell Street south of Bakersfield. An alternative HSR Station would be located at the intersection of F Street and SR 204 (Golden State Avenue). The new alternative, the Fresno to Bakersfield Locally Generated Alternative (F-B LGA), includes an MOIF in Shafter.

What is this Document?

This document is a final Supplemental Environmental Impact Report (Final Supplemental EIR) to the Fresno to Bakersfield Section Final EIR/EIS. This document evaluates the potential environmental impacts from a new project alternative and compares those alternative-specific environmental impacts with the environmental impacts from the portion of the Preferred Alternative south of Poplar Avenue in the Fresno to Bakersfield Section Final EIR/EIS (i.e., May 2014 Project).

This Final Supplemental EIR provides the following environmental information to assist the Authority and the FRA in understanding the potential impacts of the F-B LGA:

- Describes the new alternative, the F-B LGA and analyzes its potential environmental impacts
- Identifies feasible avoidance and minimization measures and mitigation including, where appropriate, compensation for adverse impacts, for the potential impacts of the F-B LGA
- Considers cumulative impacts of the F-B LGA

The Authority and FRA widely circulated the Draft Supplemental EIR/EIS to affected local jurisdictions, state and federal agencies, tribes, community organizations, other interest groups, and interested individuals. The document was also available at Authority offices, public libraries, and community centers. The 60-day public comment period closed on January 16, 2018. During this period, a public hearing was held on December 19, 2017 in Bakersfield to receive oral testimony on the Draft Supplemental EIR/EIS. This Final Supplemental EIR addresses the comments received during the Draft Supplemental EIR/EIS comment period. The shaded areas in this Final Supplemental EIR are intended to provide the reader with a simplified way to identify the revised language changes and refinements that differ from the text in the Draft Supplemental EIR/EIS.

Why is this Document a Supplemental EIR?

The Authority is preparing a CEQA Supplemental EIR to evaluate the F-B LGA, pursuant to CEQA Guidelines sections 15162 and 15163. As described above, the area of the F-B LGA and the May 2014 Project extends south from Poplar Avenue in Kern County into downtown Bakersfield, and thus represents a geographically discrete subsection of the Fresno to Bakersfield Section.

Why is this Document a Final Supplemental EIR and not a Final Supplemental EIR/EIS?

The Fresno to Bakersfield Section Draft Supplemental EIR/EIS was prepared as a joint document to meet all pertinent requirements of both CEQA and NEPA.

However, following publication of the Draft Supplemental EIR/EIS, the Authority and FRA have agreed to prepare this Final Supplemental EIR separate from the Final Supplemental EIS.

The Authority is the lead agency under CEQA and prepared this Final Supplemental EIR; this Final Supplemental EIR does not specifically address FRA's NEPA compliance and should not be understood to substitute for a Final Supplemental EIS. The Authority will collaborate with the FRA in the subsequent preparation of a Final Supplemental EIS and Supplemental Record of Decision (ROD) for the Project in compliance with NEPA. The Final Supplemental EIS and Supplemental ROD are expected to be published in late 2018.

What is the Organization of this Final Supplemental EIR?

In accordance with CEQA Guidelines Sections 15088, 15089, and 15132, the Authority, as Lead Agency, has prepared this Final Supplemental EIR for the Fresno to Bakersfield Section.

As described in Sections 15089 and 15132 of the CEQA Guidelines, a lead agency must prepare a Final EIR before approving a project. The purpose of a Final EIR is to provide an opportunity for the lead agency to respond to comments made by the public and agencies regarding a project's Draft EIR. Pursuant to CEQA Guidelines Section 15132, this Final Supplemental EIR includes a revised summary, corrections and additions to the Draft Supplemental EIR/EIS, a list of persons, organizations, and agencies that provided comments on the Draft Supplemental EIR/EIS, and responses to comments received regarding the Draft Supplemental EIR/EIS.

The purpose of environmental documents prepared under CEQA is to disclose information to decision makers and the public as part of the decision making process for project approval, denial, or approval with conditions. Although the science and analysis that supports this Final Supplemental EIR is complex, this document is intended for the general public. Every attempt has been made to limit technical terms and the use of acronyms. Where this cannot be avoided, the terms and acronyms are defined the first time they are used in each chapter, and a list of acronyms and abbreviations is provided (please refer to Chapter 15 of the Draft Supplemental EIR/EIS). This Final Supplemental EIR and the Draft Supplemental EIR/EIS can be found on the Authority website.

Volume I of the Draft Supplemental EIR/EIS is organized into 15 chapters and a Summary. Volume II contains the technical appendices. Volume III shows the F-B LGA alignment and other F-B LGA design plans.

This Final Supplemental EIR constitutes the second part of the Supplemental EIR for the Fresno to Bakersfield Section and is intended to be a companion to the Draft Supplemental EIR/EIS. The Draft Supplemental EIR/EIS for the Fresno to Bakersfield Section, circulated for public review and comment from November 9, 2017, through January 16, 2018, constitutes the first part of the Supplemental EIR and is hereby incorporated by reference and bound separately. (Refer to Volumes I through III of the Draft Supplemental EIR/EIS, which is available on the [Authority's website](#).) This Final Supplemental EIR is organized into six main sections as follows:

- **Executive Summary.** This section provides an overview of the F-B LGA and its potential impacts. Also included in this section are areas of controversy, an overview of the public review process that was completed for the Draft Supplemental EIR/EIS, and the identification of the Preferred Alternative for the Fresno to Bakersfield Section from just north of Poplar Avenue south to Oswell Street.
- **Chapter 16, Changes to the Final Report Resulting from Comments on the Draft Report.** This new chapter shows changes made to the text, tables, and figures (as applicable) in the Supplemental EIR that were made since publication of the Draft Supplemental EIR/EIS.
- **Technical Appendix 2-I.** This new technical appendix evaluates the feasibility of an interim terminal station at the F Street Station location, consistent with the Authority's 2018 Business Plan (Authority 2018).
- **Section H, Sound Barrier Plans.** This section includes the sound barrier plans that were inadvertently omitted from Volume III of the Draft Supplemental EIR/EIS.
- **Standard Responses.** This section provides the Authority's Standard Responses that address the most frequently raised issues. Following the numbering sequence of the Draft Supplemental EIR/EIS, Standard Responses are provided in Chapter 18 (English) and Chapter 19 (Spanish).
- **Comments on the Draft Supplemental EIR/EIS and Responses to Comments.** Chapters 20 through 26 provide a list of all commenters on the Draft Supplemental EIR/EIS, reproductions of the original written comments, and responses to the comments.

What Has Changed?

Since the close of the public comment period on the Draft Supplemental EIR/EIS in January 2018, the Authority has reviewed the public and agency comments received. The Authority has continued to work closely with local jurisdictions and regulatory agencies with jurisdiction over some components of the Project. These consultations have resulted in minor revisions to the Final Supplemental EIR and no changes to the project design.

Subsequent to publication of the Draft Supplemental EIR/EIS, in May 2018, the Authority, on behalf of the FRA, requested reinitiation of formal consultation with the U.S. Fish and Wildlife Service (USFWS) and was issued a Biological Opinion Amendment for the Fresno to Bakersfield Section in July 2018 (USFWS 2018). The Biological Opinion Amendment incorporates the F-B LGA into the overall Fresno to Bakersfield Section Biological Opinion (08ESMF00-2012-F-0247). As discussed in Table 3.7-1 of the Draft Supplemental EIR/EIS, the conservation measures identified in the 2014 and 2017 Biological Opinions would still apply to the F-B LGA.

The Authority has determined after evaluation that recirculation of the Draft Supplemental EIR/EIS is not required here. Under CEQA, recirculation of a Draft EIR is required only when significant new information is added to an EIR after public review, but before certification. (Guidelines, § 15088.5.) "New information added to an EIR is not 'significant' unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a

substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement.” (Guidelines, § 15088.5(a)).

What is the Analysis Based On?

The methods used to collect data and evaluate potential impacts in this **Final** Supplemental EIR are similar and consistent to the data collection and impact evaluation methods used in the Fresno to Bakersfield Section Final EIR/EIS. The resource study areas presented in the Fresno to Bakersfield Section Final EIR/EIS are used to evaluate resources in this **Final** Supplemental EIR, as appropriate. Where applicable, data collected for the Fresno to Bakersfield Section Final EIR/EIS (including data from 2010) has been used to evaluate impacts associated with development of the F-B LGA.

The types of data sets that were used for the Fresno to Bakersfield Section Final EIR/EIS have been used for the evaluation of the F-B LGA so that a direct comparison between the May 2014 Project and the F-B LGA could be made. Any data sets updated for the analysis of the F-B LGA were also updated for the May 2014 Project to account for any changes that have occurred since circulation of the Fresno to Bakersfield Section Final EIR/EIS, to reflect the most current conditions in the project area, and to provide an accurate and equivalent comparison with the F-B LGA. For example, analysis of the F-B LGA station (proposed F Street Station) required current traffic counts, so updated traffic counts were taken for study area roadways and intersections in the vicinity of the F Street Station and the Truxtun Station to accurately reflect roadway modifications not yet developed nor planned when the Fresno to Bakersfield Section Final EIR/EIS was approved. Data sets for socioeconomics and communities and agricultural lands were also updated for the May 2014 Project analyses.

What else is happening on the Fresno to Bakersfield Project?

The Authority is currently advancing project activities within the approved portion of the Fresno to Bakersfield section between the Fresno station and Poplar Avenue in Kern County. These activities are consistent with the Authority's May 2014 approval and the FRA's June 2014 ROD, and the Mitigation Monitoring and Enforcement Plan (MMEP) for this section. Key milestones include:

Acquire Right-of-Way

- Acquire right-of-way for Fresno to Bakersfield section north of Poplar Avenue
- Conduct property maintenance activities (e.g., fencing, mowing, establishing fire breaks, etc.)
- Demolish structures and capping wells to maintain public health, safety, and welfare
- Close real estate transactions
- Acquire additional property in excess of right-of-way
- Resolve severed access issues, consistent with MMEP
- Implement Farmland Consolidation Program

Retain Design-Build Contractors, Develop Design, Begin Construction, Work with Stakeholders and Public as Project is Implemented

- Retain design-build contractors to construct Fresno to Bakersfield section alignment between Fresno and Poplar Avenue in Kern County
- Refine project electrical interconnection facilities
- Adopt Design Criteria Manual (May 2015)
- Advance project design to final design, including some refinements such as:
 - Utility relocations and other early work
 - Closing some roadways and opening others
 - Refining the vertical profile of the track

- Shifting the alignment to avoid major infrastructure
 - Adding drainage basins
 - Column placement based on refined bridge design
- Implement impact avoidance and minimization measures and mitigation measures
- Engage with stakeholders and public as project is implemented

Implement Habitat Mitigation

- Retain habitat mitigation services firm
- Proceed with real estate transactions
- Establishing fencing and habitat restoration
- Implement mitigation strategies identified in the amended Fresno to Bakersfield Biological Opinion (USFWS 2017a) for the Buena Vista Lake ornate shrew

Ongoing Collaboration with Local Agencies

- Develop and implement early works for Tulare County
- Final design of grade separation of BNSF railway
- Eliminate an over crossing at the request of local residents
- Coordinate with Ponderosa Pines neighborhood

Study Electrical Interconnections and Network Upgrades

- Project changes to electrical interconnection facilities resulting from further design include:
 - Minor movement of traction power supply stations, switching stations, and electrical tie-lines
 - Expansion of the existing substation to accommodate HSR equipment
 - New utility switching stations and HSR traction power supply station
- Completion of the Pacific Gas & Electric 2015 Technical Study Report, reviewed by the Authority and its technical consultant, determined what network upgrades would be required to existing Pacific Gas & Electric infrastructure to meet the projected power demands of the HSR system. Within the geographic limits of the F-B LGA, it was determined that PG&E network upgrades would not be immediately needed.

As part of the design/build process, contractors may propose project design refinements as project engineering advances. In response to these refinements, the Authority determines whether a subsequent or supplemental environmental document should be prepared and circulated. The Authority has determined the project design refinements incorporated to date do not result in any new or substantially more severe impacts than previously identified in the Fresno to Bakersfield Section Final EIR/EIS.

How will the Authority use this Document?

The Authority is the State Lead Agency. The purpose of this Fresno to Bakersfield Section **Final** Supplemental EIR is to inform the Authority's project approval into the City of Bakersfield.

California High-Speed Rail Authority

Although the Authority Board certified the Fresno to Bakersfield Section Final EIR/EIS, which evaluated the alignment from the Fresno HSR Station to the Bakersfield Truxtun Avenue HSR Station, the Authority Board only approved the Project from the Fresno HSR Station to 7th Standard Road (7th Standard Road is the northern city limit of the City of Bakersfield). In May 2016, the Authority Board determined that the F-B LGA is the Preliminary Preferred Alternative between 7th Standard Road and Oswell Street. The Authority Board will determine if it will approve the F-B LGA, the comparable segment of the May 2014 Project, or no project at all

based on the analysis in the Draft Supplemental EIR/EIS, agency comments, public comments and testimony, and a Findings of Fact and Statement of Overriding Considerations.

What Happens Next?

On May 10, 2016, the Authority Board accepted the Authority staff's recommendation to identify the F-B LGA as the Preferred Alternative in the Draft Supplemental EIR/EIS.

After issuance of the Final Supplemental EIR, the Board will consider certifying the Final Supplemental EIR for compliance with CEQA and making a final decision on the project, including adopting CEQA findings of fact, a statement of overriding considerations, and a mitigation monitoring and reporting plan. If the Board certifies the Final Supplemental EIR and makes a project decision, it will file a notice of determination with the State Clearinghouse.

Fresno to Bakersfield Locally Generated Alternative Milestone Schedule

November 2017	Public Release of Draft Supplemental EIR/EIS
October 2018	Final Supplemental EIR released and Notice of Determination
November/December 2018	Final Supplemental EIS and Supplemental Record of Decision

The schedule for final design, construction, and operation would be refined as the project moves closer to the end of the environmental review and preliminary design phase. The Authority envisions that high-speed rail service would be provided through Bakersfield by 2026.

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VOLUME I: REPORT

S SUMMARY

S.1 Introduction and Background

This section will introduce the California High-Speed Rail Project Fresno to Bakersfield Locally Generated Alternative (F-B LGA), and will summarize the background, development, and findings of this Fresno to Bakersfield Section **Final Supplemental Environmental Impact Report (Supplemental EIR)**.

High-Speed Rail System

The system that includes the HSR guideways, structures, stations, traction-powered substations, and maintenance facilities.

The California High-Speed Rail Authority (Authority), a state governing board formed in 1996, has responsibility for planning, designing, constructing, and operating the California High-Speed Rail (HSR). Its mandate is to develop a high-speed rail system coordinating with the state's existing transportation network, which includes intercity rail and bus lines, regional commuter rail lines, urban rail and bus transit lines, highways, and airports.

The California High-Speed Rail System (HSR System) will provide electrified intercity, high-speed service on nearly 800 miles of tracks throughout California, connecting the major population centers of Sacramento, the San Francisco Bay Area, the Central Valley, Los Angeles, the Inland Empire, Orange County, and San Diego. Figure S-1 shows this system. It will use state-of-the-art, electrically powered, high-speed, steel-wheel-on-steel-rail technology, including contemporary safety, signaling, and automated train-control systems, with trains capable of operating up to 220 miles per hour (mph). When completed, the HSR system would provide new passenger rail service to more than 90 percent of the state's population, providing more than 200 weekday trains to serve the statewide intercity travel market.

As described in *Connecting and Transforming California, 2016 Business Plan* (Authority 2016) and the *2018 Business Plan* (Authority 2018), the Authority intends to implement this system in two phases. Phase 1¹ will connect the San Francisco Bay Area to Los Angeles Basin via the Central Valley with a mandated express travel time of 2 hours and 40 minutes or less. Phase 2 will extend the system from Merced to Sacramento in the north, and from Los Angeles to San Diego via the Inland Empire in the south.

The Fresno to Bakersfield HSR Section as shown on **Figure S-2** is a critical Phase 1 link connecting to the Merced to Fresno and Bay Area HSR sections to the north and the Bakersfield to Palmdale and Los Angeles HSR sections to the south. **Figure S-2** shows the Fresno to Bakersfield Section project alternatives that includes HSR stations in the cities of Fresno and Bakersfield and a third station east of Hanford (the Kings/Tulare Regional Station) that would serve the Hanford, Visalia, and Tulare areas. The Fresno and Bakersfield stations are the Fresno to Bakersfield HSR Section's beginning and ending points, or project termini. The Preferred Alternative as shown on **Figure S-3** identified in the California High-Speed Rail Authority *Fresno to Bakersfield Section Final Environmental Impact Report/Environmental Impact Statement* (Fresno to Bakersfield Section Final EIR/EIS) (Authority and FRA 2014) consists of the BNSF Alternative in combination with the Corcoran and Allensworth Bypasses, and the Bakersfield Hybrid Alternative and Bakersfield Hybrid Station (Truxtun Avenue Station).

¹ Phase 1 would be built in stages dependent on funding availability.

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Figure S-1 California HSR System Initial Study Corridors

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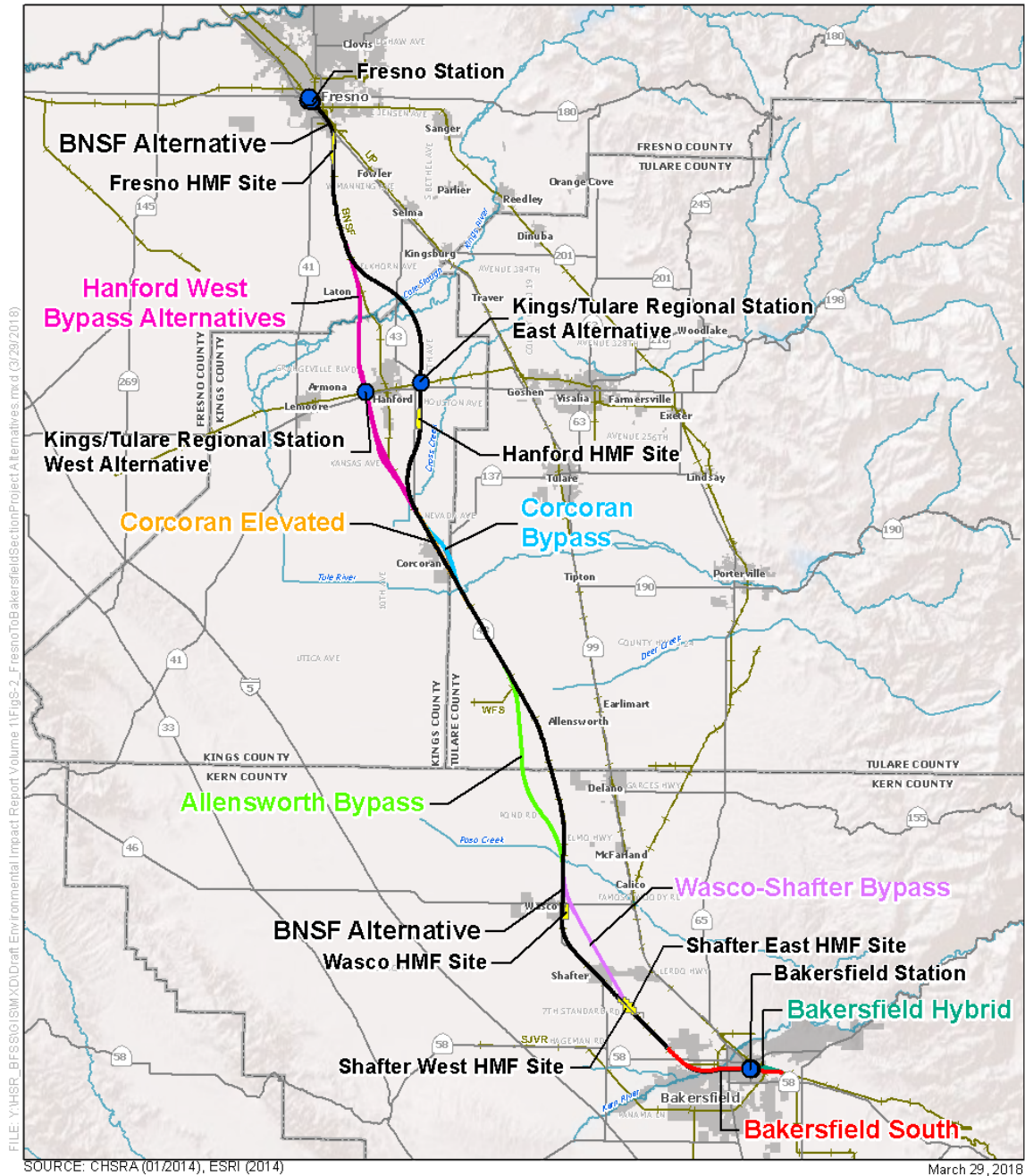


Figure S-2 Fresno to Bakersfield Section project alternatives

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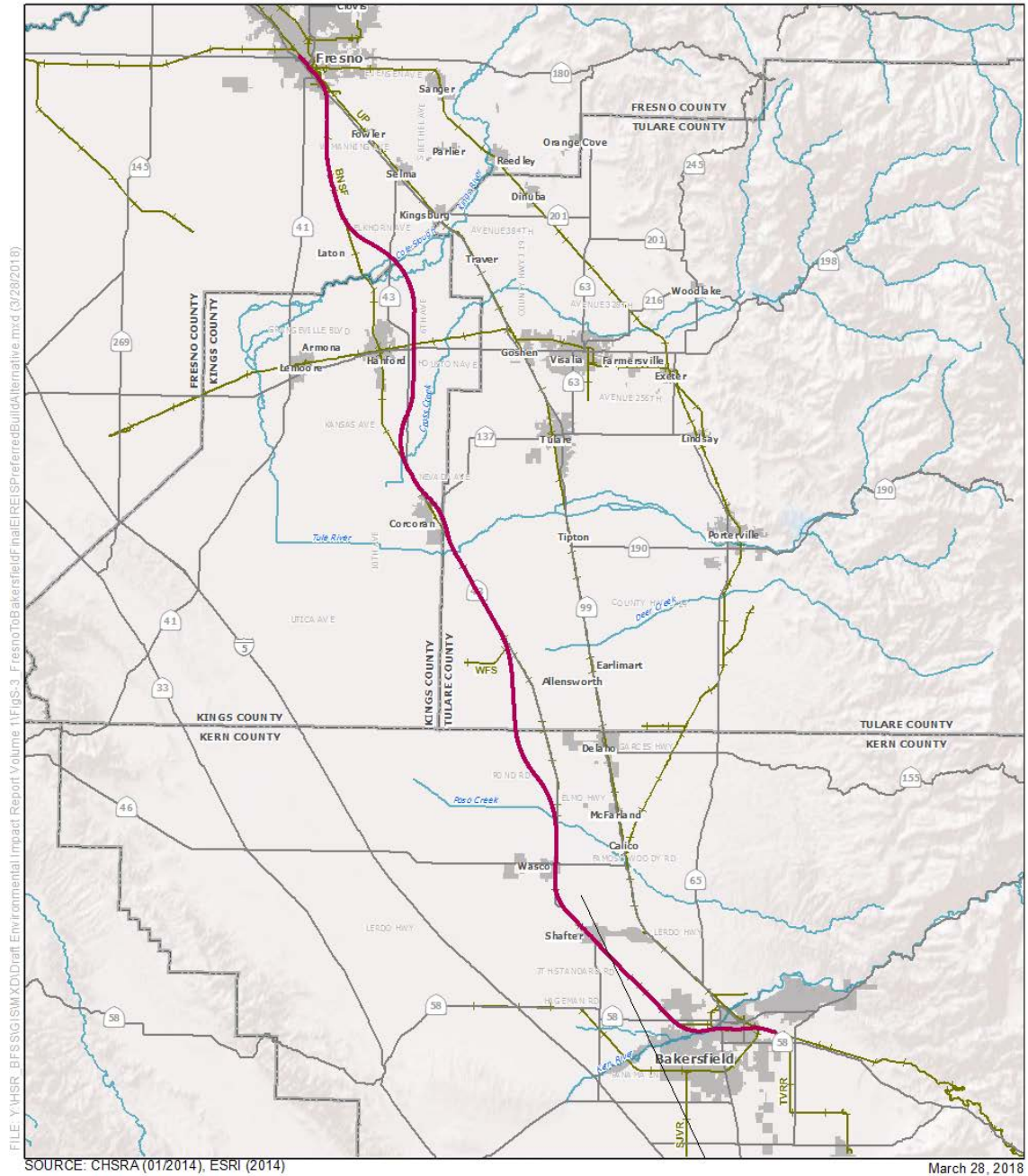


Figure S-3 Fresno to Bakersfield Section Final EIR/EIS Preferred Build Alternative

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On May 7, 2014, the Authority certified the Fresno to Bakersfield Section Final EIR/EIS (Authority and FRA 2014). While the analysis in the Final EIR/EIS was certified from the Fresno Station to the Bakersfield Station, the Authority's project approval was from the southern limit of the Fresno Station to the north side of 7th Standard Road, the city limit of the City of Bakersfield.

Based on the analyses in the Fresno to Bakersfield Section Final EIR/EIS and after consideration of public and agency comments received on the Final EIR/EIS, the Federal Railroad Administration issued a Record of Decision (ROD) on June 27, 2014 that approved the entire Preferred Alternative in the Fresno to Bakersfield Section Final EIR/EIS, from the Fresno Station to the Bakersfield Station at Truxtun Avenue. The ROD includes findings in compliance with Section 106 of the National Historic Preservation Act, Section 4(f) of the Department of Transportation Act of 1966, and Section 7 of the Federal Endangered Species Act. Pursuant to Executive Orders the FRA made findings on Wetlands, Floodplains, and Environmental Justice. Finally, it makes a General Conformity Determination for implementation of the State's Implementation Plan as required by the Clean Air Act. The Fresno to Bakersfield Section Final EIR/EIS considered the impacts associated with three alternative alignments through Bakersfield, and ultimately the Authority and FRA selected the Bakersfield Hybrid as the best of the three Bakersfield alternatives.

On June 5, 2014, the City of Bakersfield filed a state lawsuit challenging the Authority's May 7, 2014, approvals under the California Environmental Quality Act (CEQA). The City claimed that the Preferred Alternative identified in the Fresno to Bakersfield Section Final EIR/EIS would severely impact the City's ability to utilize existing city assets, including its corporation yard, senior housing, and parking facilities at the Rabobank Arena, Theatre and Convention Center; would render unusable one of the city's premier health facilities; and would affect the Bakersfield Commons project, a retail/ commercial/ residential development. In a Settlement Agreement signed December 19, 2014 between the City of Bakersfield and the Authority, the two agencies agreed to work together to develop and study the F-B LGA. The F-B LGA described and analyzed in the Fresno to Bakersfield Section Draft Supplemental EIR/EIS evolved from this mutual cooperation and subsequent public input. The Authority has also collaborated with the City of Shafter and Kern County in developing the F-B LGA.

When developing the geographic scope of the F-B LGA, the Authority and FRA identified a northern terminus (i.e., Poplar Avenue) allowing for a full evaluation of the impacts that could result from the F-B LGA. This enables the agencies to focus their review on an alignment and station alternative that was not evaluated in the Fresno to Bakersfield Section Final EIR/EIS. While the northern terminus is within the section of the Fresno to Bakersfield Project Section approved by both the Authority and FRA, no final design or construction activities will occur in areas analyzed in the Draft Supplemental EIR/EIS prior to its approval. However, this does not preclude the Authority from advancing project activities north of Poplar Avenue including those described in Sections 2.1.1 through 2.1.6 of the Draft Supplemental EIR/EIS.

This document evaluates impacts, and proposed mitigation if necessary, of the HSR alignment all the way to Oswell Street to disclose impacts of the tracks as they might extend to the southeast beyond the F Street Station. However, the Authority and FRA intend to approve for construction and operation, as part of this document, only the F Street station and the alignment from that station towards Fresno, as shown in Figure S-4. Any alignment to the southeast of the station would be approved, if at all, following environmental evaluation of the Bakersfield to Palmdale Section, currently programmed to be completed via an EIR/EIS for that Section in 2020. Accordingly, mitigation measures for impacts related to the alignment southeast of the F Street station would be imposed as part of the approval of the Bakersfield to Palmdale Section.

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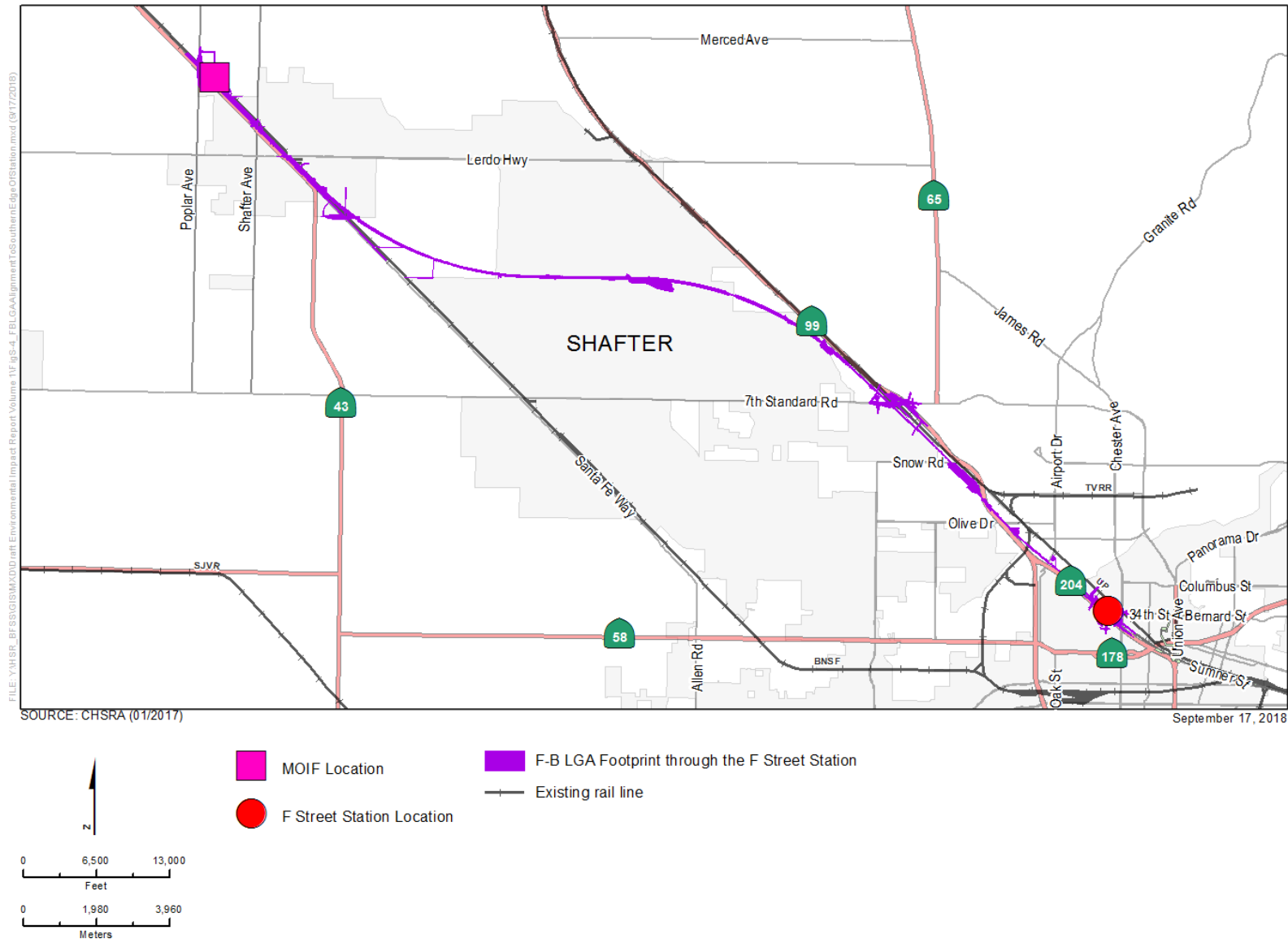


Figure S-4 F-B LGA Footprint through the F Street Station

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The Authority has prepared this Final Supplemental EIR to supplement the Final EIR/EIS for the Fresno to Bakersfield Section.² The F-B LGA provides an alternative alignment for a 23.13-mile segment of the Fresno to Bakersfield Section between the City of Shafter and the City of Bakersfield. The F-B LGA station (F Street Station) would be located at the intersection of State Route (SR) 204 and F Street. A maintenance of infrastructure facility (MOIF) would be located along the F-B LGA in northern Shafter between Poplar Avenue and Fresno Avenue.

As previously discussed, the 2014 Fresno to Bakersfield Section Preferred Alternative consists of the BNSF Alternative in combination with the Corcoran and Allensworth Bypasses, and the Bakersfield Hybrid Alternative and Bakersfield Hybrid Station (Truxtun Avenue Station). The portion of the Preferred Alternative which is comparable to the F-B LGA is referred to as the “May 2014 Project” in the Draft Supplemental EIR/EIS and this Final Supplemental EIR. The May 2014 Project is a 23.13-mile portion of the Preferred Alternative, encompassing the BNSF Alternative from Poplar Avenue to Hageman Road and the Bakersfield Hybrid from Hageman Road to Oswell Street (Figure S-5; see also Figure 2-30 [page 2-35] of the Fresno to Bakersfield Section Final EIR/EIS for a depiction of the BNSF Alternative and the Bakersfield Hybrid from Shafter to Bakersfield).

The May 2014 Project alignment runs primarily at-grade as it follows the BNSF corridor and SR 43 through Shafter and SR 58 into Bakersfield. It parallels the F-B LGA until approximately Beech Avenue, where it diverges from the F-B LGA, parallels the BNSF right-of-way in a southeasterly direction, and then curves back to the northeast to parallel the BNSF tracks toward Kern Junction. After crossing Truxtun Avenue, the alignment curves to the southeast to rejoin the F-B LGA and parallel the UPRR tracks and Edison Highway to its terminus at Oswell Street. The May 2014 Project includes a station at the corner of Truxtun and Union Avenues/SR 204 as well as a MOIF located along the alignment just north of the City of Bakersfield and 7th Standard Road. See Figure S-5 for a comparison of the May 2014 Project and F-B LGA alignments and stations. This Final Supplemental EIR in its entirety has been posted on the Authority’s [website](#). In addition, the Authority has published materials online (in English and Spanish) summarizing the purpose and contents of the document.

S.2 Public Involvement

Pursuant to the requirements of CEQA, the Authority conducted an extensive public and agency involvement program as part of the Fresno to Bakersfield Section environmental review process, including during the preparation of the August 2011 Draft EIR/EIS, the July 2012 Revised Draft EIR/Supplemental Draft EIS, and the April 2014 Final EIR/EIS. Beginning in 2007, the Authority held statewide agency meetings for the Fresno to Bakersfield project section. Public workshops, open houses, and other informational sessions were held; public comments were accepted; and draft documents were widely circulated and made available. For more detail on the public coordination that occurred through March 2014, see the Fresno to Bakersfield Section Final EIR/EIS, Chapter 8.0. These efforts are consistent with the Authority’s emphasis on public and agency outreach throughout the development of the statewide high-speed rail system. This includes public involvement and outreach through meetings, presentations, and materials, agency consultations, and notification and circulation of the Statewide Program EIR/EIS.

² This Final Supplemental EIR does not specifically address FRA’s NEPA compliance and should not be understood to substitute for a Final Supplemental EIS.

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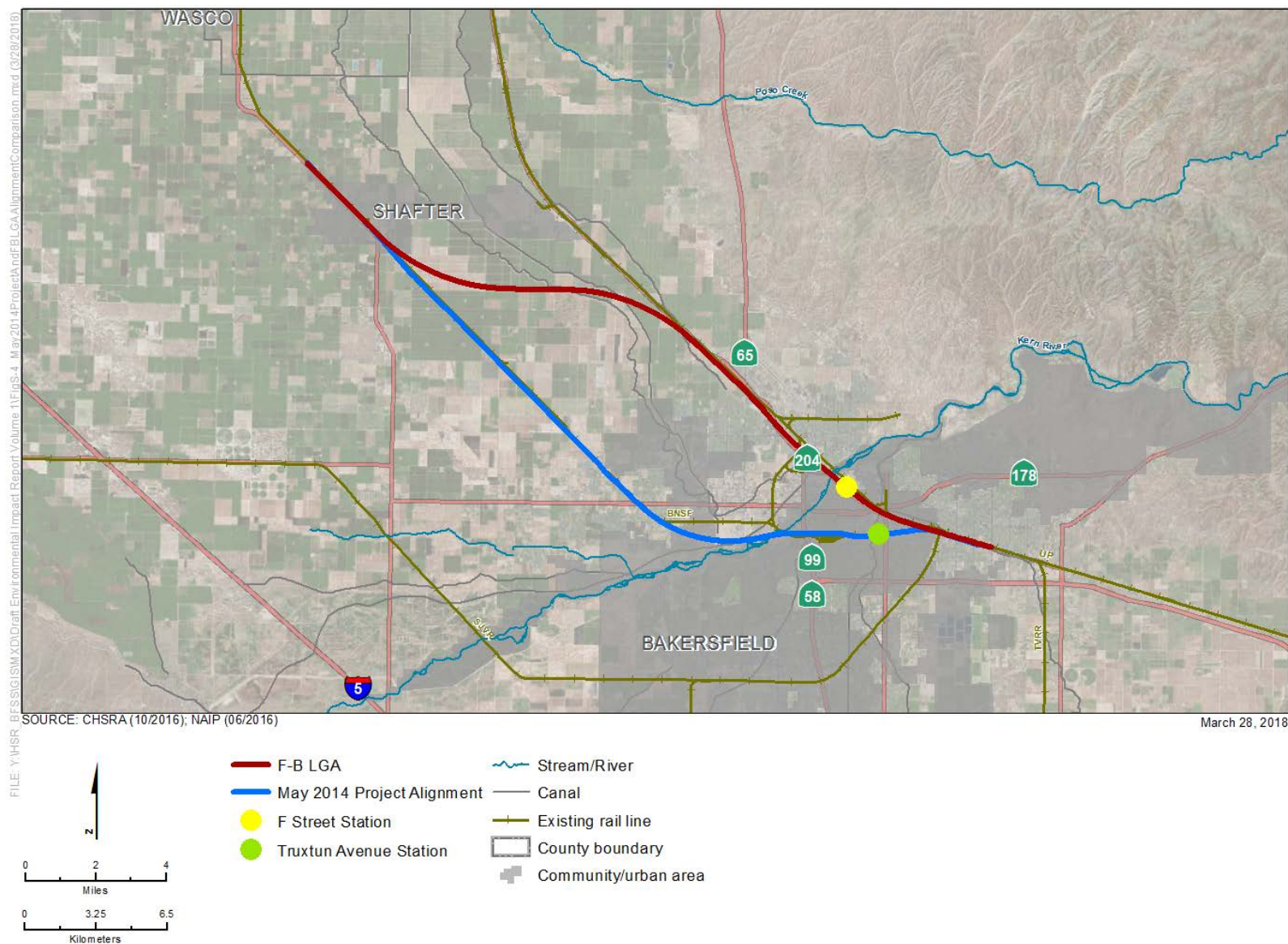


Figure S-5 May 2014 Project and F-B LGA Alignment Comparison

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During the development of this Final Supplemental EIR for the F-B LGA, the Authority consulted with federal, state, and local agencies including Native American tribes, and held meetings to provide project updates and obtain feedback from the public. The Authority held informal and formal public meetings during the Draft Supplemental EIR/EIS preparation process for the F-B LGA, as summarized below. The Authority held four community open houses between August 25, 2015 and August 25, 2016, in the cities of Bakersfield and Shafter to provide information to the interested public and agencies about the F-B LGA. These community open houses provided the community an opportunity to ask questions and provide comments about the F-B LGA. A total of 753 community members attended these events. Ninety comments were received. Of these, 33 were in favor of the F-B LGA or the project in general, 10 comments expressed opposition to the alignment or the HSR project, and 7 comments expressed a preference for the previously approved Bakersfield Hybrid Alternative (i.e., Truxtun Avenue station in downtown Bakersfield) or a different alignment. Other comments received were associated with impacts to homes, businesses, and public facilities; construction costs or job creation; station connectivity to other transportation modes; suggestions for alternative alignments or opposition to the project; water storage; electromagnetic field and noise impacts; airport conflicts; the potential Shafter Heavy Maintenance Facility (HMF)³; and security concerns during operation. The Authority has also conducted numerous outreach meetings with potentially affected property owners, businesses, and school and special districts since 2015. See Chapter 9.0 of the Draft Supplemental EIR/EIS for more information on the Public and Agency Involvement for the F-B LGA. Communities with high concentrations of minority or low-income populations along the alignment were identified and targeted for additional public outreach, in accordance with NEPA requirements. The communities included Shafter and the area identified as East Bakersfield (generally east of Union Avenue between the Union Pacific Railroad tracks and California Avenue). These efforts included holding meetings to provide information about possible alignments and the proposed station locations, canvassing in areas near the proposed alignment, conducting educational workshops to inform the public about the release of the environmental document, and directing outreach to vendors in proximity to the alignment. Special outreach conducted for minority and low-income populations in these communities included availability of Spanish-language versions of presentation materials and availability of Spanish-language interpreters at public meetings. Prior to the commencement of the public review period for the Draft Supplemental EIR/EIS the Authority performed various types of public outreach to ensure that the public and stakeholders interested in the project were adequately informed about the upcoming availability and release of the document. The Draft Supplemental EIR/EIS was published on November 9, 2017 and was sent to recipients in the following four distribution categories:

1. Agencies: Cooperating Agencies, Elected Officials, Schools, Businesses and Organizations
2. Compact Disc Repositories: Repositories from the Fresno to Bakersfield Section Final EIR/EIS but outside of the F-B LGA affected area (therefore receiving Compact Discs rather than full hard copies of document)
3. Print Repositories: Repositories within the F-B LGA and May 2014 Project affected areas (therefore receiving hard copies for public review).
4. Tribes: Includes all Native American Tribes notified for Fresno to Bakersfield Section Final EIR/EIS.

³ An HMF is a maintenance facility that supports delivery, testing, and commissioning on the first completed segment of the HSR System. Trainset assembly, testing and commissioning, train storage, inspection, maintenance, retrofitting, and overhaul are typical HMF activities. A MOIF is a facility where HSR infrastructure would be maintained and would be located on 150-mile intervals along the HSR System. MOIFs provide equipment, materials and replacement parts for the HSR system subdivision it serves. MOIFs would be locations of regional maintenance machinery servicing storage, materials storage, personnel, and maintenance and administration staff.

A Notice of Availability, describing the project, the document being prepared for environmental clearance, and the availability of the document for public review, was published in the legal section of 10 publications of general circulation on or before the November 9, 2017 publication of the Draft Supplemental EIR/EIS. This original Notice of Availability listed the public comment period closing date erroneously. A corrected Notice of Availability was published in the same 10 publications. The corrected Notice of Availability was mailed via USPS First Class Mail on November 17, 2017 to property owners within the F-B LGA and May 2014 Project footprint, property owners within 300 feet of both footprints, and to all individuals and organizations who had previously requested notification. The Notice of Availability was sent to 14,756 recipients.

The Authority widely circulated the Draft Supplemental EIR/EIS to affected local jurisdictions, state and federal agencies, tribes, community organizations, other interested groups and individuals. The document was also available at Authority offices, public libraries, and community centers for a 60-day review period commencing on November 9, 2017 and closing on January 16, 2018. The Authority held a public hearing on December 19, 2017 in Bakersfield to receive oral and written comments from the public on the Draft Supplemental EIR/EIS.

This Final Supplemental EIR addresses the comments received during the Draft Supplemental EIR/EIS comment period. The Authority will continue to work with interested parties and stakeholders and to take into consideration public viewpoints through the environmental clearance process and into the design phases of the Project.

S.3 Purpose, Need, and Objectives for the High-Speed Rail System and the Fresno to Bakersfield Section, including the F-B LGA

The need for a HSR system exists statewide, and the Fresno to Bakersfield Section is an essential component. The purpose, need, and objectives documented in the Fresno to Bakersfield Section Final EIR/EIS have not changed and are included below for context and readability. The purpose of the HSR system is as follows:

The purpose of the statewide HSR System is to provide a reliable high-speed electrified train system that links the major metropolitan areas of the state, and that delivers predictable and consistent travel times. A further objective is to provide an interface with commercial airports, mass transit, and the highway network and relieve capacity constraints of the existing transportation system as increases in intercity travel demand in California occur, in a manner sensitive to and protective of California's unique natural resources. (Authority and FRA 2005)

The purpose of this project is to implement the Fresno to Bakersfield Section of the California HSR System to provide the public with electric-powered HSR service that provides predictable and consistent travel times between major urban centers and connectivity to airports, mass transit, and the highway network in the south San Joaquin Valley, and that connects the northern and southern portions of the system. This region contributes significantly to the statewide need for a new intercity transportation service that would connect with the major population and economic centers and to other regions of the state.

The Fresno to Bakersfield Section is an essential part of the statewide HSR System. As part of the Central Valley section of the HSR System, the Fresno to Bakersfield Section would provide Shafter and Bakersfield access to a new transportation mode, and would contribute to increased mobility throughout California. This section will connect the south San Joaquin Valley region to the rest of the statewide HSR System via Fresno, Kings, Tulare, and Kern counties.

The approximately 23.13-mile-long F-B LGA provides an alternative alignment to the selected alternative for the southern terminus of the Fresno to Bakersfield Section (from Poplar Avenue in the City of Shafter to Oswell Street in the City of Bakersfield).

The Fresno to Bakersfield Section of the HSR System would help meet the need for improvements to intercity travel in California in response to future growth in demand for intercity travel, increased congestion and travel delays on highways, unreliability and decreased safety, reduced mobility, and poor and deteriorating air quality and pressure on natural resources and

agricultural lands, resulting from expanded highways and urban development. For a more detailed description of the purpose, objectives, and need of the HSR System, including the F-B LGA, refer to the Program EIR/EIS documents and the Fresno to Bakersfield Section Final EIR/EIS.

S.4 Alternatives

S.4.1 Alternatives Evaluated in the Fresno to Bakersfield Section EIR/EIS

The Authority developed the alternatives evaluated in the Fresno to Bakersfield Section Final EIR/EIS based on input provided by stakeholders during the preparation of the *Final Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the proposed California High-Speed Train System* (2005 Statewide Program EIR/EIS) (Authority and FRA 2005) and the 2008 Bay Area to Central Valley Program EIR/EIS (Authority and FRA 2008), public and agency input from the scoping process, extensive local and agency involvement during Technical Working Group⁴ meetings, other stakeholder meetings, and public and agency comments on the Draft EIR/EIS and Revised DEIR/Supplemental DEIS.

The Fresno to Bakersfield Section Final EIR/EIS considered several alternatives between the cities of Fresno and Bakersfield: (1) No Project Alternative; (2) BNSF Alternative; (3) Hanford West Bypass 1 Alternative; (4) Hanford West Bypass 1 Modified Alternative; (5) Hanford West Bypass 2 Alternative; (6) Hanford West Bypass 2 Modified Alternative; (7) Corcoran Elevated Alternative; (8) Corcoran Bypass Alternative; (9) Allensworth Bypass Alternative; (10) Wasco-Shafter Bypass Alternative; (11) Bakersfield South Alternative; and (12) Bakersfield Hybrid Alternative. Ultimately, as described above, the Authority and FRA identified a Preferred Alternative that consisted of the BNSF Alternative in combination with the Corcoran and Allensworth Bypasses, and the Bakersfield Hybrid Alternative and Bakersfield Hybrid Station (Truxtun Avenue Station). While the analysis in the Final EIR/EIS was certified from the Fresno Station to the Bakersfield Station, the Authority's project approval was from the southern limit of the Fresno Station to the north side of 7th Standard Road, the city limit of the City of Bakersfield.

For a complete discussion of the alternatives considered during development of the Fresno to Bakersfield Section, please refer to Chapter 2, Alternatives, Sections 2.4.2 and 2.4.3 of the Fresno to Bakersfield Section Final EIR/EIS (pages 2-54 through 2-72) (Authority and FRA 2014). Additionally, Section 2.2 of the Fresno to Bakersfield Section Final EIR/EIS (page 2-3) provides information on HSR system performance criteria, infrastructure, and systems, which would apply to the HSR, including the F-B LGA.

S.4.2 May 2014 Project

The May 2014 Project⁵ consists of a portion of the Preferred Alternative identified for the Fresno to Bakersfield Section in the Final EIR/EIS. The May 2014 Project alignment runs primarily at-grade as it follows the BNSF corridor and SR 43 through Shafter and SR 58 into Bakersfield. It parallels the F-B LGA until approximately Beech Avenue, where it diverges from the F-B LGA, parallels the BNSF right-of-way in a southeasterly direction, and then curves back to the northeast to parallel the BNSF tracks toward Kern Junction. After crossing Truxtun Avenue, the alignment curves to the southeast to rejoin the F-B LGA and parallel the UPRR tracks and Edison Highway to its terminus at Oswell Street. The May 2014 Project begins at-grade but elevates through Shafter for a distance of about 4 miles between North Shafter Avenue and Cherry Avenue and in Bakersfield at Country Breeze Place and continues as an elevated structure all the

⁴ Technical Working Groups were composed of senior staff from county and city public works, planning, economic development, and administrative departments.

⁵ The May 2014 Project is the complementary portion of the Preferred Alternative that was identified in the Fresno to Bakersfield Section Final EIR/EIS. That portion consists of the portion of the BNSF Railway Alternative from Poplar Avenue to Hageman Road and the Bakersfield Hybrid from Hageman Road to Oswell Street.

way to the project terminus at Oswell Street. The May 2014 Project Station would be built at the corner of Truxtun and Union Avenues/SR 204. A MOIF would be located along the May 2014 Project just north of the City of Bakersfield and 7th Standard Road.

S.4.3 Fresno to Bakersfield Locally Generated Alternative (F-B LGA)

As described above, in a Settlement Agreement between the City of Bakersfield and the Authority, the two agencies agreed to work together to develop and study an alternative that would respond to concerns raised by the City and meet the Authority's design requirements. The F-B LGA evolved from this mutual cooperation and subsequent public input. It provides an alternative alignment between Poplar Avenue in Shafter and Oswell Street in Bakersfield to the east of the Preferred Alternative described in the Fresno to Bakersfield Section Final EIR/EIS.

The F-B LGA alignment would begin north of Shafter, continuing southeasterly until just north of Burbank Street where it would turn east until reaching the UPRR corridor. At this point, the alignment would turn and continue southeasterly, adjacent to, and west of, the UPRR corridor. The alignment would continue southeasterly into Bakersfield and would deviate from the UPRR corridor at Airport Drive. Southwest of the community of Oildale, the alignment would cross SR 99 and continue southeast. South of Airport Drive, the alignment would cross and run parallel to the west side of SR 204. This route would continue until the SR 178 crossing, where the alignment would turn east and parallel to the UPRR corridor. The F-B LGA would continue generally east within the Sumner Street and Edison Highway corridors and would terminate at Oswell Street. The F-B LGA station would be located at the intersection of SR 204 and F Street. A MOIF would be located along the F-B LGA in the City of Shafter between Fresno Avenue and Poplar Avenue.

S.5 Measures to Avoid and Minimize Impacts

The HSR project includes alternatives and design features that were developed to avoid and minimize environmental impacts. Project design incorporates the following measures:

- Follows existing transportation corridors to the extent feasible
- Uses shared right-of-way when feasible
- Uses a narrowed footprint with elevated or retained cut profile
- Spans water crossings where practical
- Includes passages for wildlife movement
- Avoids sensitive environmental resources to the extent practical

Avoidance and minimization measures for the F-B LGA that are specific to each resource area are discussed in Chapter 3 of the Draft Supplemental EIR/EIS.

S.6 F-B LGA Comparison with May 2014 Project

The following section provides an overview of the effects, including benefits of the F-B LGA and May 2014 Project and proposed mitigation, and compares differences between the impacts and costs of these two alternative alignments. Section S.13 provides a high-level comparison of key features associated with each of the alternative alignments under consideration. A more detailed analysis of the environmental effects associated with the May 2014 Project, and a subsequent summary comparison of impacts between the May 2014 Project and F-B LGA, is provided in Appendix 8-A, Analysis of the Comparable Section (May 2014 Project), of the Draft Supplemental EIR/EIS.

S.6.1 Transportation

The F-B LGA would grade-separate many existing at-grade crossings in Shafter, benefiting traffic safety and circulation. Additionally, the F-B LGA would eliminate seven existing at-grade intersections with the BNSF railway in the City of Shafter.⁶ Removal of the at-grade intersections

⁶ Analysis the Authority conducted shows that five grade separations of rail lines from cross vehicle traffic would adequately maintain present and future-condition traffic circulation in Shafter (Poplar, Fresno, Central, East Lerdo Highway, and Riverside). A sixth, at Shafter Avenue, is not necessary to maintain adequate traffic circulation. It is

would improve traffic safety and circulation. Project operation would increase traffic congestion at numerous intersections around the Bakersfield station and result in permanent road closures in urban and rural areas. Potential construction-related cumulative impacts on transportation would be similar for the May 2014 Project and the F-B LGA. Both alternatives would require similar construction techniques, including temporary road closures and delays, but at different locations; avoidance and minimization measures to reduce these delays would be applicable to both alternatives.

Section S.13 includes a comparison of the transportation and traffic impacts associated with the May 2014 Project and the F-B LGA.

S.6.2 Air Quality and Global Climate Change

Implementation of the HSR project is predicted to have a beneficial effect on (i.e., reduce) statewide emissions of CO, NO_x, ROG, SO_x, PM₁₀ and PM_{2.5}. The entire Fresno to Bakersfield Section with the inclusion of the F-B LGA, when compared to the entire Fresno to Bakersfield Section with the inclusion of the May 2014 Project, would be expected to have similar changes in vehicles miles traveled and intrastate air travel, as well as similar increases in electrical demand (required to power the HSR). Therefore, as with the May 2014 Project, implementation of the F-B LGA would have a beneficial effect on (i.e., reduce) statewide emissions of all applicable pollutants, as compared to the existing conditions.

Construction of the May 2014 Project and the F-B LGA would result in criteria pollutants and greenhouse gas emissions. Similar to the entire Fresno to Bakersfield Section with the inclusion of the May 2014 Project, the entire Fresno to Bakersfield Section with the inclusion of the F-B LGA, would be able to offset the greenhouse gas emissions within 12 months of the beginning of operation.

S.6.3 Noise and Vibration

Both the May 2014 Project and the F-B LGA would create noise impacts during construction. These impacts would be temporary and mitigated through the implementation of project design features and mitigation measures identified in the Fresno to Bakersfield Section Final EIR/EIS. Mitigation for these impacts includes noise monitoring during construction and requiring the contractor to implement one or more noise control measures to meet the noise limits. The F-B LGA could also result in building damage from construction vibration when fragile/historic buildings and residential structures are located approximately 77 feet and 55 feet, respectively, from pile driving activities. Mitigation for vibration impacts includes preconstruction surveys to document the existing condition of buildings located within 50 feet of pile installation and using methods other than a hammer to install piles close to buildings that could be damaged by vibration.

The existing noise environment near the BNSF rail line in the city of Shafter includes noise generated from BNSF rail operations and train horns. The BNSF rail line in the city of Shafter would be elevated as part of the proposed F-B LGA HSR Project. Noise levels generated from the BNSF rail operations would continue, but would generally be lower due to shielding of the retained fill and elimination of the train horns. Since the background noise level would either be

evaluated in this environmental document for informational purposes only, at the request of Shafter and in attempt to settle litigation (not concluded) Shafter filed in 2014; its inclusion in this document does not commit the Authority to include it in any project the Authority approves at the conclusion of the environmental process. Similarly, Zachary Avenue, Driver Road and Zerker Road are existing north-south roadways the LGA would cross as it traverses between the BNSF and SR-99. The LGA design includes openings under the HSR tracks to allow for the current roadway and Shafter's desired future improvements, however it is likely that one or more of these three roadways are not required to remain open to maintain adequate circulation. These three openings are included in this environmental document at the request of Shafter and in attempt to settle litigation (not concluded) Shafter filed in 2014; their inclusion in this document does not commit the Authority to their inclusion in any project the Authority approves at the conclusion of the environmental process.

the same or lower, noise impacts from both the elevated BNSF railway and proposed F-B LGA would remain the same.

Both alternatives would create operational noise impacts. After mitigation, noise associated with operation of the F-B LGA would severely impact a total of 152 sensitive receptors, including 149 residences, compared to 305 sensitive receptors, including 299 residences, that would be impacted under the May 2014 Project.

S.6.4 EMF/EMI

During construction, only a slight measurable increase of electromagnetic field (EMF)/electromagnetic interference (EMI) levels would occur and within a very limited geographical area.

Under both alternatives, EMF impacts on the general public and people in nearby schools, hospitals, businesses, colleges, and residences would be below the Institute of Electrical and Electronics Engineers Standard limit of 9,040 mili-Gauss. Even within the mainline right-of-way, this limit would not be reached. A review of land uses along the May 2014 Project identified two potentially sensitive receptors (i.e., medical imaging facilities) within the 200-foot study area that would be impacted by HSR-produced EMI. No sensitive receptors were identified within 1,000 feet of the F-B LGA. Although the Fresno to Bakersfield Section Final EIR/EIS identified a mitigation measure to provide adequate shielding to medical imaging facilities, the F-B LGA would be located at a distance greater than the potential area of impact to such facilities.

S.6.5 Public Utilities and Energy

Construction of the May 2014 Project and F-B LGA could result in planned temporary interruption of utility service, accidental disruption of services, increased water use, and an increase in waste generation.

Utility demand occurring under the May 2014 Project and F-B LGA would not require expansion of existing facilities or the construction of new facilities or entitlements, including those related to water and wastewater treatment, or stormwater drainage. The F-B LGA would require 1,201.2 total acre-feet of water during construction whereas the May 2014 Project would require 1,333.1 total acre-feet of water. There are 1,892.3 acre-feet per year of existing water uses along the F-B LGA whereas there are 4,999.27 acre-feet per year of existing water uses along the May 2014 Project. The F-B LGA would generate 468,000 cubic yards of waste whereas the May 2014 Project is anticipated to generate 484,068 cubic yards. Finally, with inclusion of the MOIF the F-B LGA would require 1,018.75 billion British thermal units (Btu) of energy during construction whereas the May 2014 Project would require 1,037.7 billion Btu of energy during construction.

S.6.6 Biological Resources and Wetlands

Implementation of the May 2014 Project and F-B LGA would result in direct and indirect impacts on biological resources as a result of both construction period impacts and operation impacts. The following summarizes how temporary and permanent impacts were evaluated for construction and operation of the May 2014 Project and F-B LGA:

- Construction and operation impacts were considered temporary if they can be fully restored to pre-disturbance conditions following construction. Temporary impacts would include construction staging areas, construction laydown, relocation of underground utilities, and other workspace that would not be occupied by HSR facilities during project operation.
- Impacts were considered permanent when they have lasting effects beyond the project construction period, or cannot be fully restored following construction. Permanent impacts included right-of-way for at-grade track segments, elevated structure track segments (everything under the aerial extent of the structure), road crossings, electrical substations, facilities for maintenance-of-way and stations.

Construction activities would result in both permanent and temporary direct or indirect impacts through the disturbance or removal of lands that have been determined to support or could

potentially support special-status species, affect habitats of concern, or interfere with wildlife movement corridors. Project operation would result in both permanent and temporary direct and indirect impacts on special-status species and habitats of concern, and would obstruct wildlife movement corridors.

Section S.13 compares the impacts to biological resources and wetlands associated with the two alternatives. Overall, the F-B LGA would result in less impact to special-status plant species, less impact to terrestrial habitats that support special-status wildlife species, greater impacts to black willow thickets, less impact to riparian areas, and fewer direct impacts to jurisdictional waters than the May 2014 Project. A more detailed analysis of the environmental effects associated with the May 2014 Project, and a subsequent summary comparison of impacts between the May 2014 Project and F-B LGA, is provided in Appendix 8-A, Analysis of the Comparable Section (May 2014 Project), of the Draft Supplemental EIR/EIS.

S.6.7 Hydrology and Water Resources

Construction and operational activities associated with the May 2014 Project and F-B LGA could potentially result in hydrology and water quality impacts to existing drainage, irrigation distribution systems, and water quality; however, avoidance and minimization measures have been incorporated into the design to reduce impacts on hydrology and water resources. These measures include, but are not limited to, project design features for storm water management and flood protection, and erosion and sedimentation controls, tracking controls, and waste management and materials pollution controls.

The F-B LGA would result in impacts associated with hydrology and water quality in similar ways to the May 2014 Project. There may be site-specific differences in the location of potential impacts due to routing variations included under the F-B LGA (e.g., major water body crossings, water districts); however, the nature and intensity of potential impacts would be largely comparable. The F-B LGA would require two more water body crossings and would affect one additional water district with infrastructure in the study area compared to the May 2014 Project. The May 2014 Project would generate 72 acres of new impervious surfaces and the F-B LGA would generate 82 acres of new impervious surfaces. Additionally, the May 2014 Project would disturb approximately 570 net acres whereas the F-B LGA would disturb 780 net acres. Impacts associated with groundwater and floodplains would be the same for the F-B LGA and the May 2014 Project and are further discussed in Chapter 3.8 of the Draft Supplemental EIR/EIS.

S.6.8 Geology, Soils Seismicity, and Paleontology

Both the May 2014 Project and F-B LGA could result in impacts associated with geologic, soils, and seismic hazards, including unstable slopes, soil settlement, accelerated erosion, expansive and corrosive soil properties, and earthquake-induced ground liquefaction and slope destabilization. Potential impacts would be addressed through implementation of conventional foundation design methods for elevated structure, retained-fill, at-grade, and retained-cut facilities. Impacts associated with the May 2014 Project and the F-B LGA are comparable for this issue area.

The F-B LGA would impact fewer active, idle, new, and plugged wells (11) when compared to the May 2014 Project (28). There are 5 active wells within 150 feet of the May 2014 Project centerline and none within 150 feet of the F-B LGA centerline.

For both the F-B LGA and the May 2014 Project, no specific paleontological resources have been recorded within the study areas, although five geologic formations that intersect the study area are considered highly sensitive for potentially significant, yet unidentified, paleontological resources. Under both alternatives, the potential for project activities to affect paleontological resources would depend upon the required depth of ground disturbances during construction, and a Paleontological Resource Monitoring and Mitigation Plan would be implemented to address potential impacts.

S.6.9 Hazardous Materials and Wastes

Construction and operation of the May 2014 Project and F-B LGA could cause ground disturbance (including disturbance of groundwater or surface water) near known contaminated site or sites, or where contamination could exist in the study area. Construction and operation of both alternatives could also involve the use, storage, and disposal of hazardous materials and wastes in the study area. Impacts associated with the May 2014 Project and the F-B LGA are generally comparable for hazardous materials and wastes, except that substantially more Potential Environmental Concern (PEC) sites are within 150 feet of the F-B LGA footprint (149 PEC sites for F-B LGA compared to 2 PEC sites for May 2014 Project), resulting in the need for additional investigation during the final engineering and design phase. Increased activities associated with the investigation and remediation of PEC sites would be required under the F-B LGA when compared to the May 2014 Project, due to the increased concentration of PEC sites along the alignment. However, potential impacts would be similar between the May 2014 Project or F-B LGA, and the same types of mitigation actions would be required.

S.6.10 Safety and Security

Both alternatives could increase demand for local emergency responders around the stations due to station activity and associated redevelopment and increased commercial development/increased employees in the area, which could increase response times and require new or physically altered government facilities that might impact the environment.

The fire and law enforcement departments and hospitals that would provide services to the F-B LGA are the same as those for the May 2014 Project. Three heliports are located within 2 miles of both the May 2014 Project and the F-B LGA, and one public-service airport is located within 2 miles of the F-B LGA, whereas no public-service airports are located within 2 miles of the May 2014 Project. There are a total of 25 at-grade railroad crossings within the F-B LGA footprint: 8 at-grade crossings in the City of Shafter and 17 in the City of Bakersfield. FRA records indicate that historically, for the 8 at-grade crossings in Shafter, there have been 29 at-grade roadway crossing accidents, resulting in 10 injuries and 10 fatalities (FRA 2016). According to FRA accident/incident reports, 108 train accidents/incidents occurred in the Kern County portion of the study area between January 2004 and December 2009, resulting in 5 fatalities and 22 injuries. According to records, 89 train accidents/incidents at highway/rail grade crossings occurred in the study area between January 2004 and December 2009, resulting in 12 fatalities and 11 injuries (FRA 2010b). The crossings within the May 2014 Project footprint have more accidents/incidents and have resulted in more fatalities, but fewer injuries. Design and implementation of the F-B LGA would eliminate at-grade crossings resulting in the elimination of pedestrian and vehicle conflicts with BNSF currently experienced throughout the City of Shafter. Sixteen schools are located within 0.25 mile of the F-B LGA construction footprint. Notably, a portion of the F-B LGA construction footprint would be located on two parcels occupied by Valley Oaks Charter School and Free Will Christian Academy. Temporary construction easements would more than likely be required for these parcels occupied by these two schools and a permanent easement would be required to accommodate the 34th Street access for Valley Oaks Charter School, which would directly impact one of the school's buildings.

Project design features, plans, and protocols developed as part of the May 2014 Project would avoid or minimize most safety and security impacts and would also be applicable to the F-B LGA.

S.6.11 Socioeconomics and Communities

Potential impacts that would result from the May 2014 Project and F-B LGA include the disruption and division of communities and economic effects. Many of these impacts are related to the displacement and relocation of residences, businesses, agricultural operations, and community facilities as a result of property acquisitions for the May 2014 Project and F-B LGA. As the F-B LGA would follow existing and long-established highway and railroad corridors through the urban areas, and would not bisect established neighborhoods, it would cause less disruption than the May 2014 Project, which traverses residential areas in the northwest district of Bakersfield. Additionally, the F-B LGA would not pass through the community of Crome, where approximately

one-third of the homes and the only church in this community would be displaced under the May 2014 Project. However, sufficient comparable residential units are available to accommodate displaced residents under either of the alternatives, and therefore no additional housing would need to be constructed as a result of the HSR project.

The F-B LGA would result in the displacement of 15 fewer businesses equating to 277 more employees when compared to the May 2014 Project. Many of the business relocations that would occur under the F-B LGA are located in the community of Oildale, where the alignment would run through a heavily industrial area that would be avoided by the May 2014 Project. However, sufficient replacement space for these businesses is available under either of the alternatives. The overall impact of these relocations on business operations, however, would be significant under either alternative.

The F-B LGA would result in an additional 12 agricultural parcels being split into two or more pieces by the HSR project footprint, relative to the May 2014 Project. Implementation of both the F-B LGA and May 2014 Project would result in one displaced agricultural facility. Both alternatives would have approximately the same impact to the number of jobs lost in the agricultural industry.

Both the F-B LGA and May 2014 Project would result in loss of sales tax revenue associated with displacement of businesses. However, construction-related sales tax gains would help to offset these losses and sales tax losses associated with displacements would begin to decrease as displaced businesses become re-established at new locations and new businesses move in to replace those that did not reopen. The local construction expenditures on materials and supplies under the F-B LGA are estimated to be \$318.7 million, while the associated local sales tax revenues generated are estimated to be around \$3.53 million, amounting to an average of \$707,000 annually over the six-year construction period. The sales tax revenues lost from displaced businesses under this alternative are estimated to be approximately \$653,000 per year, \$130,000 per year higher for the F-B LGA than for the May 2014 Project. The construction-related sales tax gains would help to offset these losses, reducing them to approximately \$54,000 per year over the construction period for the F-B LGA. The May 2014 Project has been estimated to generate \$758,000 in annual sales tax revenues for the region during the construction period; increases in tax revenues for Kern County is estimated to be \$3.79 million under the May 2014 Project.

Project operation is expected to have an overall positive impact on sales taxes collected by local governments under both the May 2014 Project and F-B LGA.

S.6.12 Station Planning, Land Use, and Development

Construction of the May 2014 Project and F-B LGA would result in temporary impacts, including an increase in noise and pollutants and disruption of access during the construction period. These impacts also include temporary use of land for construction staging that would cease when construction is complete. The lands would be restored to their pre-construction condition at the end of construction and returned to the landowner, with restored access, utility connections, and other infrastructure already existing.

Project operation impacts are permanent impacts and include acquisition of property, even though that acquisition would occur before construction. Both the May 2014 Project and the F-B LGA would result in permanent conversion of land currently in other uses (agricultural, residential, industrial, and commercial uses) to transportation-related uses, but would not change existing adjacent land uses. Overall, the May 2014 Project would result in greater impacts associated with land conversion than the F-B LGA (976 acres compared to 819 acres under the F-B LGA).

S.6.13 Agricultural Land

Construction of both alternatives would result in the temporary use of agricultural land, including Important Farmland, for construction sites outside of the permanent right-of-way, such as for staging and material laydown areas. This land would be restored and returned to agricultural use after project construction is completed. The F-B LGA would result in similar impacts to the May

2014 Project for the following issues: effects on confined animal agriculture, effects on irrigation distribution canals, noise effects on grazing animals, wind-induced effects, and effects on aerial spraying.

Both the May 2014 Project and F-B LGA would convert Important Farmland to nonagricultural uses, bisect agricultural parcels, and require full or partial acquisition of parcels under Williamson Act and Farmland Security Zones (FSZ) contract. In addition to full or partial acquisitions, the F-B LGA would also implement a Farmland Consolidation Program to reduce impacts caused by parcel severance; while parcel ownership may change due to severance, the larger remnant parcels would remain in agricultural use. The F-B LGA would result in lesser permanent agricultural land impacts as it would permanently convert fewer acres of Important Farmland to nonagricultural use, and receives an overall lower Land Evaluation and Site Assessment System farmland conversion rating (the F-B LGA would result in the loss of 372 acres of Important Farmland whereas the May 2014 Project would result in the loss of 485 Important Farmland). In addition, a remnant parcel analysis was conducted to determine which Important Farmland parcels severed by the project footprint would continue to remain economically viable for agriculture or would be necessary to convert from agricultural use to nonagricultural use. Severed parcels determined necessary to convert to nonagricultural use are referred to as "noneconomic parcels." The F-B LGA would result in fewer total non-economic remnant parcels (12 remnant parcels) than the May 2014 Project (18 remnant parcels) and would affect more acres (114) of protected farmland (i.e., Williamson Act) than the May 2014 Project (47 acres).

S.6.14 Parks, Recreation, and Open Space

There are two fewer parks located within 300 feet of the centerline (three versus five) of the F-B LGA than the May 2014 Project. In addition, while more parks would be located within 0.5 mile of the F-B LGA passenger station than the May 2014 Project passenger station (six versus three), more schools (whose spaces can serve as recreational spaces) would be located within 0.5 mile of the May 2014 Project passenger station than the F-B LGA passenger station (three versus one). Moreover, six more schools would be located within 1,000 feet of the May 2014 Project centerline than the F-B LGA centerline (eight versus two). This indicates that quantitatively, a smaller number of parks and open space resources (including school recreational resources) would be located within close proximity to the F-B LGA than the May 2014 Project. The following information provides a qualitative comparison of resources affected under each alternative:

- Of all park and open space resources identified within the study area (1,000 feet from the proposed centerlines), the Kern River Parkway would be affected by both the May 2014 Project and the F-B LGA, while Weill Park would only be affected by the F-B LGA, and Mill Creek Linear Park would only be affected by the May 2014 Project.
- At the Kern River Parkway, the F-B LGA and the May 2014 Project would both result in temporary construction closures, permanent acquisition of portions of the Kern River Parkway, and introduce a new visual feature to users of the park; the F-B LGA crossing would primarily affect the existing bike path, while the May 2014 Project would affect the bike path as well as a grassy area with trees that provides the entryway to the Subpark D parking lot. The nature and extent of potential impacts at the Kern River Parkway would be more intense under the May 2014 Project, due to the visual effects associated with both the bike path and the entryway to the Subpark D parking lot.
- At Weill Park, the F-B LGA would introduce noise, vibration, and visual impacts that would not occur under the May 2014 Project. Weill Park is less than two acres in size, consisting of grassy fields, and is not adjacent to residences. The F-B LGA would result in the permanent acquisition of the northern portion of Weill Park; however, the proposed F Street Station would include new park space, which would at least partially offset the parkland that would be acquired for construction of the F-B LGA and would provide new parkland in generally the same area as the parkland being acquired. Weill Park would not be affected by the May 2014 Project. Therefore, although impacts to Weill Park would be more intense under the F-B LGA, the portion displaced would be replaced by the new park space included at the proposed F Street Station.

- At Mill Creek Linear Park, the May 2014 Project would introduce a new 90-foot-wide maintenance easement to accommodate the placement of permanent footings for columns that would support the guideway through the portion of the park that straddles Kern Island Canal south of the existing BNSF right-of-way. Mill Creek Linear Park is a discontinuous resource of approximately eight acres in total size. Mill Creek Linear Park would not be affected by the F-B LGA. Therefore, the nature and extent of impacts at Mill Creek Linear Park would be more intense under the May 2014 Project.

S.6.15 Aesthetics and Visual Resources

Overall aesthetic impacts during construction would be the same for both the F-B LGA and the May 2014 Project. Under both alternatives, HSR construction in the vicinity of the Kern River Parkway Bike Trail would temporarily obstruct scenic views of natural vegetation and landforms, and could increase light and glare, reducing visual quality from moderately high to moderate. Similarly, construction of both the F-B LGA and the May 2014 Project would have an adverse effect on visual quality in the rural San Joaquin Valley and urban Bakersfield portions of the alignment, as well as through the City of Shafter, and result in a significant impact from obstruction, light, and glare.

Because the F-B LGA would shift the HSR elevated viaduct in rural Shafter eastward toward SR 99, it would not pass near rural residents at the intersection of 7th Standard Road and Santa Fe Way. Therefore, the F-B LGA would avoid the May 2014 Project's adverse operation-period effect to these residents.

The F-B LGA would also avoid the May 2014 Project's operation impacts to single-family residential neighborhoods in the Rosedale/Greenacres landscape unit. Instead, it would cross the North Bakersfield landscape unit along SR 99, passing within approximately 300 feet of single- and multi-family residences along Norris Road. Although the F-B LGA would introduce aesthetic impacts in North Bakersfield, the number of receptors affected in this area would be substantially less than the number of receptors affected in the Rosedale/Greenacres area under the May 2014 Project.

In the Central Bakersfield landscape unit, the F-B LGA would avoid visual impacts in downtown Bakersfield by realigning the HSR elevated viaduct eastward between SR 99 and the Union Pacific Railroad tracks. In the East Bakersfield landscape unit, the F-B LGA would avoid impacts to residences while introducing impacts to a commercial district.

Overall, the F-B LGA would substantially reduce the number of adversely affected residential receptors. Aesthetic impacts during construction and on schools would be similar. Overall, aesthetic impacts associated with the May 2014 Project and the F-B LGA would be comparable with regards to the impact determinations on the individual landscape units; however, the F-B LGA would not be as impactful based on the reduced impacts to residential receptors.

S.6.16 Cultural Resources

Activities that cause impacts on cultural resources are typically associated with construction of a project: disturbance of the ground, material, or physical alteration of the built environment, or alteration of the visual setting. Construction of the May 2014 Project and F-B LGA would occur in both urban and rural/undeveloped areas. Both alternatives would have the greatest potential to affect historic architectural and historic-era archaeological resources in the urban areas and the greatest potential to affect undisturbed prehistoric archaeological sites in rural/undeveloped areas. The F-B LGA would result in indirect adverse visual effects to four historic architectural resources that are listed or eligible for listing on the National Register of Historic Places (NRHP) and qualify as historical resources under CEQA. One CEQA-only historical resource was identified within the F-B LGA project area. The May 2014 Project may result in a direct effect on one archaeological resource that is assumed eligible for listing in the NRHP and CRHR, and would result in an indirect adverse visual effect on one historic architectural resource that is listed or eligible for listing on the NRHP, and substantial adverse changes to four CEQA historical resources.

Both alternatives have the potential to cause impacts to unknown archaeological resources. Impacts to cultural resources associated with the May 2014 Project and the F-B LGA would be comparable with regards to the impact determinations on unidentified archaeological resources. Mitigation for the identified and potential impacts includes implementing the resource treatment plans for prehistoric and historic resources developed in coordination with the State Historic Preservation Officer, as well as complying with the mitigation framework outlined in the Programmatic Agreement and Memorandum of Agreement for cultural resources protection that have been developed for this project.

S.6.17 Regional Growth

Both the May 2014 Project and F-B LGA could result in impacts associated with short- and long-term growth in the region. Construction of the May 2014 Project would result in new, near-term construction-related employment that may draw additional workers to the region, thereby increasing the population. Operation of the project also has the potential to induce growth in the region as a result of new direct jobs to operate and maintain the HSR project, indirect and induced jobs created to support new operations workers, and additional jobs created as a result of the improved connectivity of the region to the rest of the state, which is anticipated to increase the competitiveness of the region's industries and overall growth in the regional economy. The May 2014 Project and F-B LGA would have similar impacts to regional growth. Over the six-year construction period, the May 2014 Project would result in the creation of approximately 846 more one-year full-time job equivalents in Kern County than the F-B LGA; however, both would create over 11,000 jobs in the County. It is anticipated that these jobs would generally be filled by local residents and would not result in a substantial increase in the population. Even accounting for the requirements of residents displaced by construction of the F-B LGA, there is a surplus of housing in the Project area, with additional development in Kern County ongoing, so it is unlikely that new housing would be required for any incoming workers.

The May 2014 Project and F-B LGA would both result in approximately the same length of railroad tracks that would require maintenance, and one train station and one maintenance of infrastructure facility that would require operation and maintenance. Therefore, the number of direct, indirect, and induced jobs generated by operation of the system would be the same for both of the alternatives. The population growth and associated land use consumption that would occur as a result of the HSR System would also be the same for both of the alternatives. Although both the May 2014 Project and the F-B LGA would result in the creation of additional short-term annual jobs in the region during the construction period, these jobs would generally be filled by local residents and would not result in a substantial increase in the population.

S.6.18 Cumulative and Secondary Impacts

When combined with other past, present, and reasonably foreseeable projects, cumulative impacts under the May 2014 Project and the F-B LGA would be comparable. Further, the May 2014 Project and the F-B LGA would result in a similar contribution to cumulative effects. In summary, the differences between the May 2014 Project and the F-B LGA relevant to cumulative impacts are not substantial, and there are no significant differentiating features for this issue area.

S.6.19 Environmental Justice

Similar to the May 2014 Project, the F-B LGA would result in disproportionately high and adverse effects on minority and low-income populations. A comparison of the intensity of these high and adverse effects under each alternative as they relate to each of the resource areas discussed in the Draft Supplemental EIR/EIS shows that: four resource areas have lesser affects under the F-B LGA and one has comparable effects (see Table 5-3 in Chapter 5 of the Draft Supplemental EIR/EIS). Cumulative impacts are also comparable between the May 2014 Project and the F-B LGA. The F-B LGA includes mitigation measures that would minimize or avoid most of the impacts associated with project construction and operation. Where mitigation measures would not completely reduce the impacts in areas with minority and low-income populations, disproportionately high and adverse effects on minority and low-income populations would occur. With implementation of the F-B LGA, displacement and community disruption, noise and

vibration, visual, and cumulative impacts would have disproportionately high and adverse effects on minority and low-income populations.

S.6.20 Capital Cost Comparison between F-B LGA and May 2014 Project

Table S-1 compares the construction and operation costs for the May 2014 Project and the F-B LGA.

Table S-1 Cost and Operation Impact Comparison between the May 2014 Project and F-B LGA

	May 2014 Project	F-B LGA
Capital Cost for Alignment	\$2,893.7 million	\$2,687.5 million
Operations and Maintenance Cost	Costs for the May 2014 Project and the F-B LGA are considered to be the same, and range from \$57.7 million, with higher fares, to \$80.7 million, with lower fares (2010 dollars)	

As shown in Table S-1, the May 2014 Project's estimated construction costs are \$206.2 million higher than those estimated for the F-B LGA. The May 2014 Project and the F-B LGA have approximately the same number of trainset miles, stations, and route miles. Therefore, Operations and Maintenance costs for each of these alignments are considered to be the same. The costs associated with "Operation & Maintenance Equipment" for the May 2014 Project and the F-B LGA are apportioned on the basis of trainset miles operated within the May 2014 Project and the F-B LGA. The costs associated with "Maintenance of Infrastructure" of the May 2014 Project and the F-B LGA are apportioned as a ratio of 23.13 route miles to the 800 total route miles. The costs associated with "Stations" for the May 2014 Project and the F-B LGA are apportioned as a ratio based on 1 of the 24 stations being located in the May 2014 Project and the F-B LGA. The costs of "Administration" and "Contingency" are each calculated to be ten percent of the overall system costs. Operation and maintenance costs for the May 2014 Project and the F-B LGA are considered to be the same.

S.7 Areas of Controversy

Based on the public outreach efforts throughout the environmental review process, the following are known areas of controversy:

- Selection of the preferred HSR alternative.
- Impacts on special-status plants and wildlife and wildlife habitat preserves.
- Impacts on corridor communities (including noise, visual quality impacts, loss of community character and cohesion, and right-of-way acquisition).
- Impacts on farmlands (including severance of farmlands, loss of productive farmland, and loss of agricultural enterprises).
- Trade-offs between corridor communities and agricultural lands.

S.8 Draft Supplemental EIR/EIS Circulation and Review

The Fresno to Bakersfield Section Draft Supplemental EIR/EIS was circulated for a 60-day review period, which closed on January 16, 2018. An advertised public hearing was held on December 19, 2017 in Bakersfield to present the Draft Supplemental EIR/EIS and to give the public an opportunity to ask questions and collect information about the project. The Draft Supplemental EIR/EIS was made available for review in several ways. The document was posted on the Authority's and FRA's websites beginning November 9, 2017. Printed and electronic copies were distributed to 56 repository locations in Fresno County, Kings County, Tulare County, Madera County, Kern County, and Sacramento County. Copies were sent to cooperating federal agencies, state-responsible and trustee agencies (including copies sent through the State

Clearinghouse), and were available at the Authority's offices in Sacramento and Fresno. Compact Discs with the Draft Supplemental EIR/EIS in electronic form were sent, without charge, to all who requested them.

Chapter 9 of the Draft Supplemental EIR/EIS contains a list of all public agency meetings held to date.

S.9 Public and Agency Comment Summary

Statewide agency meetings were held starting in 2007 for the Fresno to Bakersfield project section. Public workshops, open houses, and other informational sessions were held, public comments were accepted, and draft documents were widely circulated. Refer to Chapter 8 of the Fresno to Bakersfield Section Final EIR/EIS (page 8-1) for more detail on the public coordination that occurred through March 2014.

Throughout the Draft Supplemental EIR/EIS development process, some of the most frequently asked questions were related to noise generation (discussed further in Section 3.4, Noise and Vibration of the Draft Supplemental EIR/EIS), property values (property values of parcels that would be acquired due to project implementation) (discussed further in Section 3.12, Socioeconomics and Communities of the Draft Supplemental EIR/EIS), right-of-way acquisition (discussed further in Appendix 3.12-A of the Fresno to Bakersfield Section Final EIR/EIS), and construction employment opportunities. At the project open houses, project staff addressed these and other questions, often referring to the environmental analysis underway for the Draft Supplemental EIR/EIS and informing people of upcoming opportunities to provide comments. Those comments raised by the public have informed the Draft Supplemental EIR/EIS. When developing the F-B LGA, project staff also considered alternative alignments or design modifications that individuals and organizations had suggested (refer to the Draft Feasibility Summary Memorandum of the Draft Supplemental EIR/EIS). When questions could not be answered at a public meeting, outreach staff followed up with inquiring party(ies) or included the discussion as items to be addressed at future public meetings. With information gathered during public meetings the Authority, in cooperation with the City of Bakersfield, and also the City of Shafter and Kern County, conducted a high-level analysis to assess the feasibility and practicability of potential alternatives to carry forward into the preliminary design and environmental review in the Draft Supplemental EIR/EIS. Further discussion of this analysis is provided in Chapter 2 Section 2.1.1 of the Draft Supplemental EIR/EIS.

During the development of the Final Supplemental EIR for the F-B LGA, the Authority consulted with federal, state, and local agencies, and held meetings to provide project updates and obtain feedback from the public. A summary of these activities is provided in Chapter 9 of the Draft Supplemental EIR/EIS.

During the comment period for the Draft Supplemental EIR/EIS, the Authority received 286 comment submittals consisting of 1,068 individual comments. The comments covered a wide range of issues and represented viewpoints from government agencies (federal, state, and local), elected officials, businesses/organizations, and individuals (general population). Comments included support/opposition of the F-B LGA and/or May 2014 Project alternatives; comments that reflected the opinion of the commenter and did not remark on project design or the environmental document; comments regarding the proximity of F Street Station to downtown Bakersfield and the Amtrak Station; and comments regarding noise and vibration impacts.

Among comments received from the general public, commenters expressed the most concern about effects on agricultural and private property and community resources. The general public and business owners expressed concern about the location of the F Street Station; some requests were made for Authority consideration of a station in Old Town Kern on Sumner Street between Beale Avenue and Miller Street. Common issues brought up by the general public and businesses included safety, noise and vibration, construction effects, transportation effects, public transportation connectivity, and impact to neighborhoods.

Affected jurisdictions generally listed their preferences in their comment submittals. The City of Shafter raised an issue of concern on potential impacts to the Gossamer Grove Specific Plan area as the F-B LGA alignment would traverse through the northern portion of the specific plan area. Kern County raised concerns about transportation designs and impacts.

S.10 Identification of Preferred Alternative

At the November 2015 Board meeting, the Board discussed the opportunity of identifying a Preliminary Preferred Alternative in the Fresno to Bakersfield Section Draft Supplemental EIR/EIS. The advantage of identifying the Preliminary Preferred Alternative in the Draft Supplemental EIR/EIS is that the public would be able to comment sooner on the Preliminary Preferred Alternative allowing the Authority to take such comments into consideration and revise aspects of the project as applicable.

At the May 2016 Board meeting, Authority staff recommended that the Board identify the F-B LGA as the Preliminary Preferred Alternative in the Fresno to Bakersfield Draft Supplemental EIR/EIS. The Board concurred with staff's recommendation that the F-B LGA be designated as the Preliminary Preferred Alternative in the Draft Supplemental EIR/EIS.

The Authority has determined that sufficient information is available to identify the F-B LGA as the Preferred Alternative as described in the Draft Supplemental EIR/EIS. The Preferred Alternative extends from Poplar Avenue, north of Shafter, to Oswell Street in Bakersfield. The station associated with the Preferred Alternative would be located at the intersection of SR 204 and F Street in Bakersfield. The Preferred Alternative is estimated to cost approximately \$2,687.5 million (in 2010 dollars). The Preferred Alternative would have lower capital costs than the May 2014 Project, which is estimated at \$2,893.7 million.

The F-B LGA reflects the ability and willingness of the Authority to work with local stakeholders to refine the HSR project to achieve positive outcomes for affected communities and the natural environment, while still meeting the overall project objectives consistent with the voter-approved Proposition 1A. The F-B LGA is the Preferred Alternative because it is supported by the local community (e.g., City of Bakersfield); would result in lesser impacts associated with agricultural lands, residential displacements, special-status plant species, riparian areas, and permanent impacts to jurisdictional waters; would cost less to construct; would improve traffic, pedestrian, and bicycle safety and circulation in the City of Shafter; and would reduce overall system-wide travel time.

S.11 Contents and Organization of the Final Supplemental EIR

The State CEQA Guidelines (Section 15132) require a final EIR to include the components listed below.

- Draft EIR, or a revision of the Draft EIR.
- Comments received on the Draft EIR.
- A list of persons, organizations, and public agencies commenting on the Draft EIR.
- The lead agency's responses to significant environmental points raised.
- Any other information added by the lead agency.

This Final Supplemental EIR is presented in errata format (i.e., changes to the Draft Supplemental EIR/EIS are shown in errata format [Chapter 16] rather than republishing the entire Draft Supplemental EIR/EIS). The Final Supplemental EIR therefore comprises the Draft Supplemental EIR/EIS and the Final Supplemental EIR. The Final Supplemental EIR is organized into five main sections as follows:

- **Executive Summary.** This section provides an overview of the F-B LGA and its potential impacts. Also included in this section are areas of controversy, an overview of the public review process that was completed for the Draft Supplemental EIR/EIS, and the identification

of the Preferred Alternative for the Fresno to Bakersfield Section from just north of Poplar Avenue south to Oswell Street.

- **Chapter 16, Changes to the Final Report Resulting from Comments on the Draft Report.** This new chapter shows changes made to the text, tables, and figures (as applicable) in the Final Supplemental EIR that were made since publication of the Draft Supplemental EIR/EIS.
- **Technical Appendix 2-I.** This new technical appendix evaluates the feasibility of an interim terminal station at the F Street Station location, consistent with the 2018 Business Plan.
- **Section H, Sound Barrier Plans.** This section includes the sound barrier plans that were inadvertently omitted from Volume III of the Draft Supplemental EIR/EIS.
- **Standard Responses.** This section provides the Authority's Standard Responses that address the most frequently raised issues. Following the numbering sequence of the Draft Supplemental EIR/EIS, Standard Responses are provided in Chapter 18 (English) and Chapter 19 (Spanish).
- **Comments on the Draft Supplemental EIR/EIS and Responses to Comments.** Chapters 20 through 26 provide a list of all commenters on the Draft Supplemental EIR/EIS, reproductions of the original written comments, and responses to the comments.

S.11.1 California High-Speed Rail Authority Decision-Making

Although the Authority Board certified the Fresno to Bakersfield Section Final EIR/EIS, which evaluated the alignment from the Fresno HSR Station to the Bakersfield Truxtun Avenue HSR Station, the Board only approved the project from the Fresno HSR Station to 7th Standard Road, which is the northern limit of the City of Bakersfield. The Board determined that the F-B LGA is the Preliminary Preferred Alternative in May 2016. The Board will determine if based on the analysis in the Draft Supplemental EIR, agency comments, public comments and testimony, and a Findings of Fact and Statement of Overriding Considerations, it will approve the F-B LGA, the comparable segment of the May 2014 Project, or no project at all.

If the Authority proceeds with approval of the F-B LGA, the Authority would file a Notice of Determination that describes the project and whether the project will have a significant effect on the environment. If the Authority approves a project that will result in significant impacts identified in the Final Supplemental EIR not avoided or substantially lessened through project design and features or avoidance, minimization, and mitigation measures, CEQA requires the preparation of a Statement of Overriding Considerations. This statement must provide specific reasons to support the project, including economic, legal, social, technological, or other benefits of the proposed project that outweigh unavoidable adverse environmental effects. If such a statement is prepared, the Authority's Notice of Determination will reference the statement.

S.12 USFWS Issuance of 2018 Biological Opinion Amendment

Subsequent to publication of the Draft Supplemental EIR/EIS, in May 2018, the Authority, on behalf of the FRA, requested reinitiation of formal consultation with the U.S. Fish and Wildlife Service (USFWS) and was issued a Biological Opinion Amendment for the Fresno to Bakersfield Section in July 2018 (USFWS 2018). The Biological Opinion Amendment incorporates the F-B LGA into the overall Fresno to Bakersfield Section Biological Opinion (08ESMF00-2012-F-0247). The USFWS's Biological Opinion Amendment determined that construction of the F-B LGA was not likely to jeopardize listed species or result in the destruction or adverse modification of critical habitat. As discussed in Table 3.7-1 of the Draft Supplemental EIR/EIS, the conservation measures identified in the 2014 and 2017 Biological Opinions would still apply to the F-B LGA.

S.13 Project Implementation

After the Authority's filing of the Notice of Determination, the Authority would complete final design, obtain construction permits, and acquire property before starting construction. The Authority has commenced the right-of-way acquisition process in Bakersfield on long-lead locations, and right-of-way acquisition of the alignment is anticipated to commence late 2018.

Table S-2 provides a high-level comparison of key features associated with each of the alternative alignments presented in the Draft Supplemental EIR/EIS. Table S-2 provides a comparison of impacts with discernable difference between the May 2014 Project and the F-B LGA. Where impacts between the two alternatives are similar, a summary statement identifying the similar nature of impacts has been included. A more detailed analysis of the environmental effects associated with the May 2014 Project, and a subsequent summary comparison of impacts between the May 2014 Project and F-B LGA, is provided in Appendix 8-A, Analysis of the Comparable Section (May 2014 Project), of the Draft Supplemental EIR/EIS.

Table S-2 Impact Comparison between May 2014 Project and F-B LGA

Impact	May 2014 Project	F-B LGA
Project Costs		
Project Costs Base Year 2010 Dollars (millions)	\$2,893.7	\$2,687.5
Transportation Impacts		
Construction Impacts: There is no significant differentiating construction impact between the May 2014 Project and F-B LGA for transportation and traffic. Approximately 170 peak-hour trips would be added to roadways during construction for the May 2014 Project and F-B LGA.		
Project Impacts:		
TR#11: Changes in Vehicle Movements and Flows on Highways and Roadways	14 permanent road closures	10 permanent road closures
TR#13: Impacts on the Local Roadway Network due to Station Activity	No roadway segments would experience a significant impact under Existing Plus Project Conditions.	One roadway segments would experience a significant impact under Existing Plus Project Conditions.
	No roadway segments would experience a significant impact under Future (Year 2035) with Project Conditions (operational)	Two roadway segments would experience a significant impact under Future (Year 2035) with Project Conditions (operational)
	11 study intersections would experience a significant impact under Future with Project Conditions.	9 study intersections would experience a significant impact under Future with Project Conditions.
Air Quality and Global Climate Change Impacts		
Construction Impacts: There is no significant differentiating construction impact between the May 2014 Project and F-B LGA for air quality and global climate change.		
Project Impacts: There is no significant differentiating project impact between the May 2014 Project and F-B LGA for air quality and global climate change.		
Noise and Vibration Impacts		
Construction Impacts: There is no significant differentiating construction impact between the May 2014 Project and F-B LGA for noise and vibration.		
Project Impacts:		

Impact	May 2014 Project	F-B LGA
N&V#3: Moderate and Severe Noise Impacts from Project Operation to Sensitive Receivers	305 severe noise impacts post mitigation from operations	152 severe noise impacts post mitigation from operations
N&V#5: Impacts from Project Vibration	0 properties affected by vibration.	18 properties affected by vibration.

Electromagnetic Fields and Electromagnetic Interference Impacts

Construction Impacts: There is no significant differentiating construction impact between the May 2014 Project and F-B LGA for EMF/EMI.

Project Impacts: Two sensitive receptors (hospitals) are located within 200 feet of the May 2014 Project and there are none located within 200 feet of the F-B LGA. Impacts would be less with F-B LGA implementation compared to implementation of the May 2014 Project.

Public Utilities and Energy

Construction Impacts:

PU&E#3: Water demand during construction	265.3 AFY (1,333.1 total acre-feet)	244.05 AFY (1,201.25 total acre-feet)
PU&E#4: Waste Generation during construction	484,068 cubic yards	468,000 cubic yards
PU&E#5: Energy Consumption during construction	998.48 billion BTU (no MOIF) 1,037.7 billion BTU (with MOIF)	980.53 billion BTU (no MOIF) 1,018.75 billion BTU (with MOIF)

Project Impacts: There is no significant differentiating project impact between the May 2014 Project and F-B LGA for public utilities and energy.

Biological Resources and Wetlands

Construction and Project Impacts:

BIO#1: Impacts to Special-Status Plant Species (Number of acres directly impacted that have the potential to support special-status plant species)	Direct Impacts – 112.26 acres	Direct Impacts – 62.13 acres
BIO#2: Impacts to Special-Status Wildlife Species (Number of acres permanently impacted and temporarily impacted that have the potential to support special-status wildlife species)	Permanent Impacts – 977.42 acres Temporary Impacts – 678.99 acres	Permanent Impacts – 819.31 acres Temporary Impacts – 170.42 acres
BIO#3: Impacts to Special-Status Plant Communities	Permanent Impacts – 0.70 acre Temporary Impacts – 0.30 acre	Permanent Impacts – 1.13 acres Temporary Impacts – 0.41 acre
BIO#4: Impacts to Jurisdictional Waters	Permanent Impacts – 17.03 acres Temporary Impacts – 3.11 acres	Permanent Impacts – 15.96 acres Temporary Impacts – 1.18 acres
BIO#5: Impacts to Conservation Areas	Project not located in a Conservation Area; therefore, not quantified	Project not located in a Conservation Area; therefore, not quantified
BIO#6: Impacts to Protected Trees	Number not generated for comparative analysis in documentation.	412

Impact	May 2014 Project	F-B LGA
Hydrology and Water Resources		
Construction Impacts: There is no significant differentiating construction impact between the May 2014 Project and F-B LGA for hydrology and water resources.		
Project Impacts: There is no significant differentiating project impact between the May 2014 Project and F-B LGA for hydrology and water resources.		
Geology, Soils, Seismicity and Paleontology		
Construction Impacts: There is no significant differentiating construction impact between the May 2014 Project and F-B LGA for geology, soils, seismicity, and paleontology.		
Project Impacts: There is no significant differentiating project impact between the May 2014 Project and F-B LGA for geology, soils, seismicity, and paleontology.		
Hazardous Materials and Wastes		
Construction Impacts:		
HW#3: Construction on or in Proximity to PEC Sites	2 PEC sites within 150 feet of the footprint.	149 PEC sites within 150 feet of the footprint.
HW#4: Temporary Hazardous Material and Waste Activities in the Proximity of Schools.	There are 22 schools with 0.25 mile of the construction footprint.	There are 16 schools within 0.25 mile of the construction footprint.
HW#5: Construction in Proximity to Landfills and Oil Well Sites	There are no active or closed landfills within 0.25 mile of the May 2014 Project footprint.	There are 13 (1 active) landfills within 0.25 mile of the F-B LGA footprint.
	2 active oil wells within 150 feet of centerline.	0 active oil wells within 150 feet of centerline.
Project Impacts: There is no significant differentiating project impact between the May 2014 Project and F-B LGA for hazardous materials and wastes.		
Safety and Security		
Construction Impacts: There is no significant differentiating construction impact between the May 2014 Project and F-B LGA for safety and security.		
Project Impacts: There is no significant differentiating project impact between the May 2014 Project and F-B LGA for safety and security.		
Socioeconomics and Communities		
Construction Impacts:		
SO#4: Construction-Related Sales Tax Revenue Gains	\$758,000 annually or \$235,000 when offset with sales tax losses from businesses displaced during construction	\$707,000 annually or \$54,000 when offset with sales tax losses from businesses displaced during construction
Project Impacts:		
SO#6: Disruption to Community Cohesion or Division of Existing Communities from Project Operation	20 key community facilities affected ¹ 2 religious facilities displaced	15 key community facilities affected ¹ 0 religious facilities displaced.
SO#9: Residential Displacements	384 housing units displaced (estimated)	86 housing units displaced (estimated).
SO#10: Commercial and Industrial Business Displacements	392 commercial and industrial businesses displaced (estimated).	377 commercial and industrial businesses displaced (estimated).

Impact	May 2014 Project	F-B LGA
SO#11: Project Effects on Agricultural Businesses	Splits 10 agricultural parcels	Splits 22 agricultural parcels
SO#15: Changes in School District Funding and School Access Effects	384 residential units, displacing 101 students.	86 residential units; displacing 22 students.
SO#17: Operation-Related Property and Sales Tax Revenue Effects	Loses \$4.2 million in property tax revenue	Loses \$3.6 million in property tax revenue
	Loses approximately \$523,000 in annual sales tax revenues	Loses approximately \$653,000 in annual sales tax revenues

Station Planning, Land Use and Development

Construction Impacts: There is no significant differentiating construction impact between the May 2014 Project and F-B LGA for station planning, land use and development.

Project Impacts:

LU#2: Permanent Conversion of Existing Land Uses to Transportation Use.	The May 2014 Project would result in the permanent conversion of more acres of residential, agricultural, commercial, multi-family and single-family residential, and other uses when compared to the F-B LGA.		The F-B LGA would result in the permanent conversion of more acres of industrial, and community facility uses, when compared to the May 2014 Project.	
	Single-Family	53 acres	Single-Family	1 acres
	Multi-family	4 acres	Multi-family	2 acres
	Commercial	25 acres	Commercial	20 acres
	Industrial	54 acres	Industrial	115 acres
	Community Facilities ²	17 acres	Community Facilities ²	76 acres
	Agriculture ³	429 acres	Agriculture ³	323 acres
	Other ⁴	394 acres	Other ⁴	281 acres

Agricultural Land

Construction Impacts: There is no significant differentiating construction impact between the May 2014 Project and F-B LGA for agricultural land.

Project Impacts:

AG#4: Permanent Conversion of Agricultural Land to Nonagricultural Use	485 acres of Important Farmland.	372 acres of Important Farmland.
	Farmland conversion impact rating is 144.	Farmland conversion impact rating is 140.
AG#5: Effects on Agricultural Land from Parcel Severance	18 non-economic remnant parcels totaling 10 acres.	12 non-economic remnant parcels totaling 20 acres.
AG#6: Effects on Land Under Williamson Act or FSZ Contracts, Local Zoning	47 acres of Williamson Act lands.	114 acres of Williamson Act lands.

Parks, Recreation and Open Space

Construction Impacts: There is no significant differentiating construction impact between the May 2014 Project and F-B LGA for parks, recreation, and open space.

Project Impacts: There is no significant differentiating project impact between the May 2014 Project and F-B LGA for parks, recreation, and open space.

Impact	May 2014 Project	F-B LGA
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Aesthetics and Visual Resources

Construction Impacts: There is no significant differentiating construction impact between the May 2014 Project and F-B LGA for aesthetics and visual resources.

Project Impacts: There is no significant differentiating project impact between the May 2014 Project and F-B LGA for aesthetics and visual resources.

Cultural Resources

Construction Impacts:

CUL#1: Potential Adverse Effects on Archaeological Resources Due to Construction Activities	One archaeological resource identified within the Area of Potential Effect (APE) presumed NRHP-eligible for lack of access.	No archaeological resources identified within the APE.
CUL#2: Potential Adverse Effects on Historic Architectural Resources Due to Construction Activities	Substantial adverse changes to five CEQA historical resources. No direct adverse effects or indirect adverse visual effect on the Sociedad Juarez Mutualista Mexicana TCP with implementation of the conditions described in the Fresno to Bakersfield Section Memorandum of Agreement (MOA) to avoid and minimize potential adverse effects.	Indirect visual effects on four CEQA historical resources. The introduction of visual features in proximity to the Noriega Hotel would not diminish the integrity of the historic resource.

Project Impacts: There is no significant differentiating project impact between the May 2014 Project and F-B LGA for cultural resources.

Regional Growth

Construction Impacts: There is no significant differentiating construction impact between the May 2014 Project and F-B LGA for regional growth.

Project Impacts: There is no significant differentiating project impact between the May 2014 Project and F-B LGA for regional growth.

Cumulative Impacts

Construction Impacts: There is no significant differentiating construction impact between the May 2014 Project and F-B LGA for cumulative impacts.

Project Impacts: There is no significant differentiating project impact between the May 2014 Project and F-B LGA for cumulative impacts.

Environmental Justice

Construction Impacts: There is no significant differentiating construction impact between the May 2014 Project and F-B LGA for environmental justice.

Project Impacts: Lesser impacts would occur under the F-B LGA as it would not pass through established neighborhoods, while the May 2014 Project would traverse residential areas in the Northwest District of Bakersfield and divide the community of Crome.

¹ Socioeconomic effects include displacement, temporary restricted access, impacts such as noise, dust, and glare during construction which would disrupt use.

² Community Facilities includes government and other public and quasi-public agency uses, public parks, and schools.

³ Agriculture includes mineral and petroleum, resource management areas and floodplains.

⁴ Other includes right-of-way, transportation, and vacant lands.

AG = Agricultural Resources

APE = Area of Potential Effects

BIO = Biological Resources and Wetlands

BTU = British thermal unit

LU = Land Use

MOA = memorandum of agreement

MOIF = maintenance of infrastructure facility

N&V = Noise and Vibration

CEQA = California Environmental Quality Act
 CUL = Cultural Resources
 EMF/EMI = electromagnetic field/electromagnetic interference
 F-B LGA = Fresno to Bakersfield Locally Generated Alternative
 FSZ = Farmland Security Zones
 HW = Hazardous Wastes and Materials

NRHP = National Register of Historic Places
 PEC = potential environmental concern
 PU&E = Public Utilities and Energy
 SO = Socioeconomics and Communities
 TCP = traditional cultural property
 TR = Transportation

Table S-3, F-B LGA Mitigation Measures identifies the potentially significant impacts of the F-B LGA, as well as any new mitigation measures applied to the F-B LGA. It should be noted that Table S-3 only shows impacts that are applicable to the F-B LGA. In cases where impacts are not applicable to the F-B LGA but are applicable to the May 2014 Project impact statements are not included in Table S-3. Mitigation measures developed specifically for the F-B LGA are HWR-MM#1, HWR-MM#2, as well as S&S-MM#2, S&S-MM#3, and S&S-MM#4. Some significant impacts would remain significant after mitigation. These impacts are: N&V#3, AG#4, AVR#4, AVR#5, CUM-N&V, CUM-AG, CUM-VQ, and CUM-CUL, and Environmental Justice impacts for noise, community impacts, and aesthetics.

Table S-3 in the Draft Supplemental EIR/EIS erroneously omitted certain impacts identified in the individual resources sections in Chapter 3 of the Draft Supplemental EIR/EIS. This omission has been corrected in the Final Supplemental EIR and, where appropriate, the corresponding mitigation measures (also identified in Chapter 3 of the Draft Supplemental EIR/EIS), have been incorporated into Table S-3. The revisions made to Table S-3 in this Final Supplemental EIR incorporate language consistent with that documented in Chapter 3 of the Draft Supplemental EIR/EIS. The revisions to Table S-3 do not result in new significant impacts resulting from the project that were not previously identified in the Draft Supplemental EIR/EIS, and there has been no substantial increase in the severity of impacts (CEQA Guidelines, Section 15088.5).

The Draft Supplemental EIR/EIS identified that the following impacts would remain significant even after the application of mitigation:

- Noise and Vibration Impacts N&V#5 and N&V#7. The text preceding Table S-3 in the Draft Supplemental EIR/EIS erroneously listed Impacts N&V#5 and N&V#7 as significant after application of mitigation. As identified on page 3.4-35 of the Draft Supplemental EIR/EIS, Impact N&V#5 “requires special track work and mitigation strategies to reduce operational vibration levels to less than significant under CEQA.” As identified on pages 3.4-40 and 3.4-41 of the Draft Supplemental EIR/EIS, Impact N&V#7 with implementation of mitigation measure N&V-MM#7 “such as noise barriers to reduce long-term operational noise impacts would result in a less than significant impact under CEQA.” This error has been corrected in the Final Supplemental EIR, and the correct list of impacts is listed in the preceding text.
- Biological Resources Impact BIO#7. The text preceding Table S-3 in the Draft Supplemental EIR/EIS erroneously listed Impact BIO #7 as significant after application of mitigation. As identified on page 3.7-87 of the Draft Supplemental EIR/EIS, “operational activities that require maintenance of the railway are not expected to result in effects” on habitats of concern. This error has been corrected in the Final Supplemental EIR, and the correct list of impacts is listed in the preceding text.
- Station Planning, Land Use, and Development Impact LU#2. The text preceding Table S-3 in the Draft Supplemental EIR/EIS erroneously listed Impact LU#2 as significant after application of mitigation. As identified on pages 3.13-13 and 3.13-14 of the Draft Supplemental EIR/EIS, Impact LU #2 would be less than significant under CEQA. This error has been corrected in the Final Supplemental EIR, and the correct list of impacts is listed in the preceding text.
- Agricultural Land Impact AG#4. The text preceding Table S-3 in the Draft Supplemental EIR/EIS correctly lists Impact AG#4 as significant after application of mitigation. No change has been made with regard to this impact in this Final Supplemental EIR.
- Aesthetics and Visual Resources AVR#4 and AVR#5. The text preceding Table S-3 in the Draft Supplemental EIR/EIS correctly lists Impacts AVR#4 and AVR#5 as significant after

application of mitigation. No change has been made with regard to this impact in this Final Supplemental EIR.

- Cultural Resources Impact CUL#2. The text preceding Table S-3 in the Draft Supplemental EIR/EIS erroneously listed Impact CUL#2 as significant after application of mitigation. As identified in Table 3.17-7 of the Draft Supplemental EIR/EIS (pages 3.17-50 and 3.17-51), Impact CUL #2 would be less than significant under CEQA. This error has been corrected in the Final Supplemental EIR, and the correct list of impacts is listed in the preceding text.
- Cumulative Impacts CUM N&V. The text preceding Table S-3 in the Draft Supplemental EIR/EIS correctly lists Impact CUM N&V as significant after application of mitigation. No change has been made with regard to this impact in this Final Supplemental EIR.
- Environmental Justice impacts for noise, community impacts, and aesthetics. The text preceding Table S-3 in the Draft Supplemental EIR/EIS correctly lists Environmental Justice impacts for noise, community impacts, and aesthetics as significant after application of mitigation (specifically related to operation of the project). No change has been made with regard to this impact in this Final Supplemental EIR.

As indicated by the shaded text, the Final Supplemental EIR includes the impacts that had been inadvertently omitted from the list of impacts that would remain significant after implementation of mitigation.

- Impact N&V#3. The text preceding Table S-3 in the Draft Supplemental EIR/EIS erroneously omitted Impact N&V#3 as significant after application of mitigation. As identified on pages 3.4-28, 3.4-30, and 3.4-31 of the Draft Supplemental EIR/EIS, "implementation of mitigation measure N&V-MM#3 [for Impact N&V#3] would reduce project noise impacts. However, the construction of noise barriers may not be feasible or economically reasonable, sound insulation may not be acoustical feasible or practical for certain structures, and special track work may not reduce noise impacts. Therefore, project noise impacts with the implementation of mitigation measures would still remain significant under CEQA." This omission has been corrected in the Final Supplemental EIR, and the correct list of impacts is listed in the preceding text.
- Impact CUM-AG. The text preceding Table S-3 in the Draft Supplemental EIR/EIS erroneously omitted Impact CUM-AG as significant after application of mitigation. As identified on page 3.19-26 of the Draft Supplemental EIR/EIS, "the F-B LGA's incremental contribution to farmland conversion would be cumulatively considerable under CEQA." This omission has been corrected in the Final Supplemental EIR, and the correct list of impacts is listed in the preceding text.
- Impact CUM-VQ. The text preceding Table S-3 in the Draft Supplemental EIR/EIS erroneously omitted Impact CUM-VQ as significant after application of mitigation. As identified on page 3.19-29 of the Draft Supplemental EIR/EIS, "While mitigation measure CUM-VQ-MM#1 from the Fresno to Bakersfield Section Final EIR/EIS (Authority and FRA 2014: page 3.19-48) would minimize this cumulative impact, the contribution of the F-B LGA to cumulative visual impacts would be cumulatively considerable under CEQA." This omission has been corrected in the Final Supplemental EIR, and the correct list of impacts is listed in the preceding text.
- Impact CUM-CUL. The text preceding Table S-3 in the Draft Supplemental EIR/EIS erroneously omitted Impact CUM-CUL as significant after application of mitigation. As identified on page 3.19-20 of the Draft Supplemental EIR/EIS, "the F-B LGA's contribution to cumulative impacts during construction would be cumulatively considerable under CEQA." This omission has been corrected in the Final Supplemental EIR, and the correct list of impacts is listed in the preceding text.

Table S-3 F-B LGA Mitigation Measures

Impact	Mitigation Measure
Transportation	
Construction Impacts	
TR #1: Construction (Not Including Stations) Impacts on Circulation and Emergency Access TR #5: Impacts on Circulation from Bakersfield Station Alternatives Construction TR #7: Impacts on Circulation from Rural Area Construction TR #8: Regional Transportation Impacts from Construction Material Hauling TR #9: Construction (Not Including Stations) Impacts on School Districts	No mitigation required.
Project Impacts	
TR #10: Impacts on Regional Transportation System TR #12: Loss of Property Access as a Result of Road Closures TR #16: Impacts on School Districts Local Roadway Network	No mitigation required.
TR #11: Changes in Vehicle Movements and Flow on Highways and Roadways	TR MM#3: Add Signal to Intersection to Improve LOS/Operation. TR MM#8: Add New Lanes to Roadway. TR MM#9: Restripe Roadway Segment TR MM#10: Convert Intersection to an all-way stop.
TR #13: Impacts on the Local Roadway Network due to Station Activity Existing Plus Project Conditions.	TR MM#3: Add Signal to Intersection to Improve LOS/Operation. TR MM#4: Restripe Intersections. TR MM#5: Revise Signal Cycle Length. TR MM#6: Widen Approaches to Intersections. TR MM#7: Add Exclusive Turn Lanes to Intersections. TR MM#8: Add New Lanes to Roadway. TR MM#9: Restripe Roadway Segment TR MM#10: Convert Intersection to an all-way stop.
Air Quality and Global Climate Change	
Construction Impacts	
AQ #1: Regional Air Quality Impacts During Construction	AQ-MM#1: Reduce Criteria Exhaust Emissions from Construction Equipment. AQ-MM#2: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment. AQ-MM#4: Offset Emissions Through the VERA Program.
AQ #2: Compliance with Air Quality Plans	AQ-MM#1: Reduce Criteria Exhaust Emissions from Construction Equipment. AQ-MM#2: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment. AQ-MM#4: Offset Emissions Through the VERA Program.
AQ #3: Material hauling outside of SJVAB	AQ-MM#2: Reduce Criteria Exhaust Emissions from On-Road

Impact	Mitigation Measure
	Construction Equipment. AQ-MM#5: Purchase Offsets for Emissions Associated with Hauling Ballast Material in Certain Air Districts (i.e., Mojave Desert AQMD, BAAQMD, and the South Coast AQMD).
AQ # 8: Localized Air Quality Impacts from Concrete Batch Plants	AQ-MM #3: Reduce the potential impact of concrete batch plants.
AQ #4: Greenhouse Gas Emissions During Construction AQ #5: Asbestos and Lead-Based Paint Exposure During Construction AQ #6: Localized Air Quality Impacts During Guideway/Alignment Construction AQ #7: Localized Air Quality Impacts to Schools and Other Sensitive Receptors During Station Construction AQ #9: Localized Air Quality Impacts from MOIF	No mitigation required.
Project Impacts	
AQ #10: Regional Criteria Pollutant Emissions AQ #11: Greenhouse Gas Analysis During Operation AQ # 12: Localized Air Quality Impacts During Train Operations AQ #13: Localized Mobile Air Toxics Analysis AQ #14: Microscale CO Impact Analysis AQ #15: Localized PM ₁₀ /PM _{2.5} Hot-Spot Impact Analysis AQ #16: Localized Air Quality Impacts to Sensitive Receptors Including Schools AQ #17: Odor Impacts from Operations AQ #18: Compliance with Air Quality Plans	No mitigation required.
Noise and Vibration	
Construction Impacts	
N&V #1: Construction noise	N&V-MM#1: Construction noise mitigation measures.
N&V #2: Construction vibration	N&V-MM#2: Construction vibration mitigation measures.
Project Impacts	
N&V #3: Moderate and severe noise impacts from project operation to sensitive receptors.	N&V-MM #3: Installation of noise barriers, installation of building insulation, or full property acquisition for noise impacts from HSR operations. N&V-MM #4: Vehicle Noise Specification. N&V-MM #5: Special Track Work. N&V-MM#6: Additional Noise and Vibration Analysis Following Final Design.
N&V #5: Impacts from Project Vibration	N&V-MM #5: Special Track Work.
N&V #7: Noise from HSR Stationary Facilities	N&V-MM #7: Station, Maintenance of Infrastructure Facility, and Traction Power Supply Station noise mitigation measure.

Impact	Mitigation Measure
N&V #4: Noise Effects on Wildlife and Domestic Animals N&V #6: Traffic Noise	No mitigation required.
Electromagnetic Fields and Electromagnetic Interference	
Construction Impacts	
EMF/EMI #1: Impacts During Construction	No mitigation required.
Project Impacts	
EMF/EMI #2: General Human Exposure to EMF EMF/EMI #3: People with Implanted Medical Devices and Exposure to EMF EMF/EMI #4: Livestock and Poultry Exposure EMF/EMI #5: Effects on Sensitive Equipment from EMI EMF/EMI #6: EMI Effects on Schools EMF/EMI #7: Potential for Corrosion of Underground Pipelines and Cables and Adjoining Rail EMF/EMI #8: Potential for Nuisance Shocks EMF/EMI #9: Effects on Adjacent Existing Rail Lines	No mitigation required.
Public Utilities and Energy	
Construction Impacts	
PU&E #1: Temporary Interruption of Utility Service PU&E #2: Accidents and Disruption of Service PU&E #3: Water Demand during Construction PU&E #4: Waste Generation during Construction PU&E #5: Energy Consumption during Construction	No mitigation required.
Project Impacts	
PU&E #6: Conflicts with Existing Utilities PU&E #7: Reduced Access to Existing Utilities in the HSR Right-of-Way PU&E #8: Upgrade or Construction of Power Lines PU&E #9: Potential Conflicts with Electrical Facilities PU&E #10: Potential Conflicts with Natural Gas Lines (High Pressure) PU&E #11: Potential Conflicts with Petroleum and Fuel Pipelines PU&E #12: Potential Conflicts with Water	No mitigation required.

Impact	Mitigation Measure
<p>Facilities</p> <p>PU&E #13: Wastewater Facilities – Conflicts and Capacity</p> <p>PU&E #14: Storm Drain Facilities – Conflicts and Capacity</p> <p>PU&E #15: Waste Generation during Operation</p> <p>PU&E #16: Hazardous Waste Generation during Operation</p> <p>PU&E #17: Energy Consumption – Project Period Impacts</p>	
Biological Resources and Wetlands	
Construction Impacts	
<i>Special-Status Plants</i>	
BIO #1: Construction Effects on Special-Status Plant Species	<p>BIO-MM #1: Designate Project Biologist(s), Regulatory Specialist (Waters), Project Botanist, and Project Biological Monitor(s)</p> <p>BIO-MM #2: Regulatory Agency Access</p> <p>BIO-MM #3: Prepare and Implement a Worker Environmental Awareness Program</p> <p>BIO-MM #4: Prepare and Implement a Weed Control Plan and Annual Vegetation Control Plan</p> <p>BIO-MM #5: Prepare and Implement a Biological Resource Management Plan</p> <p>BIO-MM #6: Prepare and Implement a Restoration and Revegetation Plan</p> <p>BIO-MM #7: Delineate Environmentally Sensitive Areas and Environmentally Restricted Areas (on plans and in field)</p> <p>BIO-MM #9: Equipment Staging Areas</p> <p>BIO-MM #11: Vehicle Traffic</p> <p>BIO-MM #13: Work Stoppage</p> <p>BIO-MM #14: "Take" Notification and Reporting</p> <p>BIO-MM #15: Post-Construction Compliance Reports</p> <p>BIO-MM #16: Conduct Protocol-Level Preconstruction Surveys for Special-Status Plant Species and Special-Status Plant Communities</p> <p>BIO-MM #17: Prepare and Implement Plan for Salvage, Relocation and/or Propagation of Special-Status Plant Species</p> <p>BIO-MM #47: Restore Temporary Riparian Impacts</p> <p>BIO-MM #53: Compensate for Impacts on Special-Status Plant Species</p> <p>BIO-MM #61: Compensate for Permanent Riparian Impacts</p> <p>BIO-MM #62: Prepare and Implement a Site-Specific Comprehensive Mitigation and Monitoring Plan</p> <p>BIO-MM #65: Offsite Habitat Restoration, Enhancement, and Preservation</p>
<i>Special-Status Wildlife Species</i>	
BIO #2: Construction Effects on Special-Status Wildlife	<p>BIO-MM #1 through 7, 9, 11, 13, 14, 15, 61, 62, and 65 as described above under Impact BIO #1.</p> <p>BIO-MM #8: Wildlife Exclusion Fencing</p> <p>BIO-MM #10: Mono-Filament Netting</p> <p>BIO-MM #12: Entrapment Prevention.</p>

Impact	Mitigation Measure
	BIO-MM #22: Conduct Preconstruction Surveys for Special-Status Reptile and Amphibian Species BIO-MM #23: Conduct Special-Status Reptile and Amphibian Monitoring, Avoidance, and Relocation BIO-MM#26: Conduct Protocol-Level Surveys for Blunt-Nosed Leopard Lizard BIO-MM#27: Phased Preconstruction Surveys for Blunt-Nosed Leopard Lizard BIO-MM#28: Blunt-Nosed Leopard Lizard Avoidance BIO-MM #29: Conduct Preconstruction Surveys and Delineate Active Nest Exclusion Areas for Other Breeding Birds BIO-MM #30: Conduct Preconstruction Surveys and Monitoring for Raptors BIO-MM #31: Bird Protection BIO-MM #32: Conduct Protocol and Preconstruction Surveys for Swainson's Hawks BIO-MM #33: Swainson's Hawk Nest Avoidance and Monitoring BIO-MM #34: Monitor Removal of Nest Trees for Swainson's Hawks BIO-MM #35: Conduct Protocol Surveys for Burrowing Owls BIO-MM #36: Burrowing Owl Avoidance and Minimization BIO-MM #37: Conduct Surveys for Nelson's Antelope Squirrel, Tipton Kangaroo Rat, Dulzura Pocket Mouse, and Tulare Grasshopper Mouse BIO-MM #38: Implement Avoidance and Minimization Measures for Nelson's Antelope Squirrel, Tipton Kangaroo Rat, Dulzura Pocket Mouse, and Tulare Grasshopper Mouse BIO-MM #40: Conduct Preconstruction Surveys for Special-Status Bat Species BIO-MM #41: Bat Avoidance and Relocation BIO-MM #42: Bat Exclusion and Deterrence BIO-MM #43: Conduct Preconstruction Surveys for American Badger and Ringtail BIO-MM #44: American Badger and Ringtail Avoidance BIO-MM #45: Conduct Preconstruction Surveys for San Joaquin Kit Fox BIO-MM #46: Minimize Impacts on San Joaquin Kit Fox BIO-MM #51: Install Flashing or Slats within Security Fencing BIO-MM #52: Construction in Wildlife Movement Corridors BIO-MM #57: Compensate for Impacts on Blunt-Nosed Leopard Lizard, Tipton Kangaroo Rat, and Nelson's Antelope Squirrel BIO-MM #58: Compensate for Loss of Swainson's Hawk Nesting Trees BIO-MM #59: Compensate for Loss of Burrowing Owl Active Burrows and Habitat BIO-MM #60: Compensate for Destruction of San Joaquin Kit Fox Habitat BIO-MM #66: Implement Avoidance and Minimization Measures for BVLOS BIO-MM #67: Compensate for Impacts on BVLOS
<i>Special-Status Plant Communities</i>	
BIO #3: Construction Effects on Habitats of Concern	BIO-MM #1 through 7, 9, 11, 13 through 17, 47, 53, 61, 62, and 65 as described above under Impact BIO #1 and Impact BIO #2.

Impact	Mitigation Measure
	<p>Jurisdictional Waters: BIO-MM #1 through 7, 9, 11, 13, 47, 61, 62, and 65 described above under Impact BIO #1 and Impact BIO #2.</p> <p>BIO-MM #48: Restore Temporary Riparian Impacts</p> <p>BIO-MM #49: Monitor Construction Activities within Jurisdictional Waters</p> <p>BIO-MM #63: Compensate for Permanent and Temporary Impacts on Jurisdictional Waters</p> <p>Conservation Areas: BIO-MM #1 through 7, 17, 47, 48, 49, 52, 61, 62, 63, and 65 described above under Impact BIO #1, Impact BIO #2, and under Jurisdictional Waters of Impact BIO #3.</p> <p>Protected Trees:</p> <p>BIO-MM #50: Mitigation and Monitoring of Protected Trees</p> <p>BIO-MM #64: Compensate for Impacts on Protected Trees</p>
Wildlife Movement Corridors	
BIO #4: Construction Effects on Wildlife Movement Corridors	BIO-MM #9, 51, 52 and 57 through 60 as described above under Impact BIO #1 and Impact BIO #2.
Project Impacts	
Special-Status Plant Species	
BIO #5: Project Effects on Special-Status Plant Species	Same Mitigation Measures as listed above under Impact BIO #1.
Special-Status Wildlife Species	
BIO #6: Project Effects on Special-Status Wildlife Species	Same Mitigation Measures as listed above under Impact BIO #2.
Habitats of Concern	
BIO #7: Project Effects on Habitats of Concern	Same Mitigation Measures as listed above under Impact BIO #3.
Wildlife Movement Corridors	
BIO #8: Project Effects on Wildlife Movement Corridors	Same Mitigation Measures as listed above under Impact BIO #4.
Hydrology and Water Resources	
Construction Impacts	
<p>HWR #1: Temporary Changes to Drainage Patterns and Stormwater Runoff</p> <p>HWR #2: Temporary Water Quality Impacts</p> <p>HWR #3: Temporary Impacts on Groundwater</p>	No mitigation required.
HWR #4: Temporary Impacts on Floodplains	HWR-MM#1: Implement floodplain protection measures during Construction.

Impact	Mitigation Measure
Project Impacts	
HWR #5: Permanent Impacts on Hydraulic Capacity and Connectivity HWR #6: Permanent Impacts on Surface Water Quality HWR #7: Permanent Impacts on Groundwater Quality and Volume	No mitigation required.
HWR#8: Permanent Impacts on Floodplains	
HWR-MM#2: Implement Best Management Practices for water quality protection.	
Geology, Soils, Seismicity, and Paleontology	
Construction Impacts	
GSSP #1: Encountering Unstable Soils during Construction GSSP #2: Soil Settlement as Structures or along Trackway during Construction GSSP #3: Soil Erosion during Construction GSSP #4: Difficult Excavations due to Hardpan Soil and Shallow Groundwater GSSP #5: Encountering Mineral and Energy Resources during Construction and Loss of Availability of Known Mineral or Energy Resources of Statewide or Regional Significance	No mitigation required.
Project Impacts	
GSSP #6: Effects of Unstable Soils on Operations GSSP #7: Effects of Soil Settlement on Operations GSSP #8: Effects of Moderate to High Shrink-Swell Potential on Operations GSSP #9: Effects of Moderately to Highly Corrosive Soils on Operations GSSP #10: Effects of Slope Failure on Operations GSSP # 11: Effects of Seismicity on Operations	No mitigation required.
GSSP #12: Sensitive Paleontological Resources	CUL-MM#16: Engage a Paleontological Resources Specialist to Direct Monitoring during Construction CUL-MM#17: Prepare and Implement a Paleontological Resource Monitoring and Mitigation Plan CUL-MM#18: Halt Construction When Paleontological Resources Are Found
Hazardous Materials and Wastes	
Construction Impacts	
HMW #1: Temporary Transport, Use, Storage, and Disposal of Hazardous Materials and Wastes	No mitigation required.

Impact	Mitigation Measure
<p>HMW #2: Inadvertent Disturbance of Hazardous Materials or Wastes</p> <p>HMW #3: Construction on or Near Potential Environmental Concern Sites</p> <p>HMW #5: Construction in Proximity to Landfills and Oil Well Sites</p>	
HMW #4: Temporary hazardous material and waste activities in proximity of schools (within 0.25 mile of a school).	HMW-MM#1: Limit use of extremely hazardous materials near schools during construction.
Project Impacts	
<p>HMW #6: Transport, Use, Storage, and Disposal of Hazardous Materials and Wastes</p> <p>HMW #7: Hazardous Materials and Wastes in the Proximity of Schools</p> <p>HMW #8: Operation in Proximity to Landfills and Oil Well Sites</p>	No mitigation required.
Safety and Security	
Construction Impacts	
<p>S&S #1: Accidents and Accidental Releases at Construction Sites</p> <p>S&S #2: Accidents Associated with Construction-Related Detours</p> <p>S&S #3: Crime at Construction Sites</p>	No mitigation required.
Project Impacts	
<p>S&S #4: Train Accidents</p> <p>S&S #5: Motor Vehicle, Pedestrian, and Bicycle Accidents Associated with HSR Operations</p> <p>S&S #6: HSR Accidents Associated with Seismic Events</p> <p>S&S #8: Increased Response Times for Fire, Rescue, and Emergency Services from Permanent Road Closures</p> <p>S&S #9: Increased Response Times for Fire, Rescue, and Emergency Services Associated with Access to Elevated Track</p> <p>S&S #11: Accident Risks to Airports, Private Airstrips, and Heliports</p> <p>S&S #12: Hazards to the HSR from Nearby Facilities</p> <p>S&S #13: Hazards to Residences from HSR Derailment</p> <p>S&S #14: Safety Impacts to Schools</p> <p>S&S #15: Hazards to HSR Passengers and Employees from Flooding</p> <p>S&S #16: Criminal Activity aboard Trains at the F Street Station</p>	No mitigation required.

Impact	Mitigation Measure
S&S #7: Risk of Fire and Explosions.	S&S-MM #2: Site-specific mitigation for the continued operation of the Halliburton Facility. S&S-MM #3: Site-specific mitigation for the continued operation of the Rain-for-Rent Facility. S&S-MM #4: Site-specific mitigation for the continued operation of the Golden Empire Gleaners Facility.
S&S #10: Need for Expansion of Existing Fire, Rescue, and Emergency Services Facilities.	S&S-MM #1: Monitor response of local fire, rescue, and emergency service providers to incidents at the Bakersfield F Street Station and provide a fair share cost of service.
Socioeconomics and Communities	
Construction Impacts	
SO #1: Disruption to Community Cohesion or Division of Existing Communities from Project Construction SO #2: Construction Effects on Children's Health and Safety SO #3: Construction-Related Property Tax Revenue Reductions SO #4: Construction-Related Sales Tax Revenue Gains SO #5: Temporary Construction Employment	No mitigation required.
Project Impacts	
SO #6: Disruption of Community Cohesion or Division of Existing Communities from Project Operation.	SO-MM #1: Disruption to community cohesion and division of existing rural communities during operation. SO-MM #3: Implement measures to reduce impacts associated with the displacement of key community facilities. SO-MM #5: Physical deterioration via measures that will design station and non-station structures to allow for contextual design responses to site-specific or unique conditions
SO #12: Displacement of Community Facilities	SO-MM #3: Implement measures to reduce impacts associated with the displacement of key community facilities.
SO #18: Potential for Physical Deterioration	SO-MM #3: Implement measures to reduce impacts associated with the displacement of key community facilities. SO-MM #5: Physical deterioration via measures that will design station and non-station structures to allow for contextual design responses to site-specific or unique conditions
SO #7: Effects to the Regional Agricultural Community SO #8: Effects of Project Operations on Children's Health and Safety SO #9: Residential Displacements SO #10: Commercial and Industrial Business Displacements SO #11: Project Effects on Agricultural	No mitigation required.

Impact	Mitigation Measure
Business SO #13: Relocations of Sensitive Populations SO #14: Economic Effects on Agriculture SO #15: Changes in School District Funding and School Access SO #16: Employment Growth SO #17: Operation-Related Property and Sales Tax Revenue Effects	
Station Planning, Land Use, and Development	
Construction Impacts	
LU #1: Potential for Construction to Alter Land Use Patterns	No mitigation required.
Project Impacts	
LU #2: Permanent Conversion of Existing Land Uses to Transportation Use LU #3: Land Use Effects of Parking Demand at Station Site LU #4: Indirect Effects on Surrounding Land Uses from the High-Speed Rail Alignment, High-Speed Rail Station, and the Maintenance of Infrastructure Facility	No mitigation required.
Agricultural Lands	
Construction Impacts	
AG #1: Temporary Use of Agricultural Land AG #2: Temporary Utility and Infrastructure Interruption AG #3: Temporary Noise and Vibration Effects on Adjacent Farm Animals	No mitigation required because agricultural lands would be restored to pre-project conditions.
Project Impacts	
AG #4: Permanent conversion of agricultural land to nonagricultural use.*	AG-MM #1: Identify and preserve the total amount of prime farmland, farmland of statewide importance, farmland of local importance, and unique farmland. AG-MM #2: Conserve Additional Important Farmland (Prime Farmland, Farmland of Statewide Importance, Farmland of Local Importance, and Unique Farmland) for Indirect Impacts Adjacent to HSR Permanently Fenced Infrastructure
AG #5: Effects on Agricultural Land from Parcel Severance.	AG-MM #1: Preserve the total amount of prime farmland, farmland of statewide importance, farmland of local importance, and unique farmland. AG-MM#2: Conserve additional Important Farmland for indirect impacts adjacent to HSR permanently fenced infrastructure.
AG #6: Effects on Land under Williamson Act, Farmland Security Zone Contracts, or Local Zoning	AG-MM #1: Identify and preserve the total amount of prime farmland, farmland of statewide importance, farmland of local importance, and unique farmland.
AG #7: Effects on Confined Animal	No mitigation required.

Impact	Mitigation Measure
Agriculture AG #8: Effects on Irrigation Distribution Canals AG #9: Noise Effects to Grazing Animals AG #10: Wind-Induced Effects AG #11: Effects on Aerial Spraying	
Parks, Recreation, and Open Space	
Construction Impacts	
PK #1: Construction Impacts on Parks, Recreation, Open Space and School Recreation Facilities	PP-MM #1: Provide Alternate Pedestrian and Bicycle Access During Temporary Closures of Portions of Park Property During Construction.
Project Impacts	
PK #2: Project Acquisition of Parks, Recreation, and Open Space Resources	PP-MM#3: Collect Additional Maintenance Funds.
PK #3: Project Acquisition of School District Play Areas and Recreation Facilities PK #4: Project Changes to Park Character	No mitigation required.
Aesthetics and Visual Resources	
Construction Impacts	
AVR #1: Construction Impacts on Scenic Vistas	No mitigation required.
AVR #2: Construction Impacts on Existing Visual Quality.	AVR-MM #1a: Minimize visual disruption during construction activities.
AVR #3: Construction Impacts from Light and Glare	AVR-MM #1b: Minimize light disturbance during construction.
Project Impacts	
AVR #4: Lower visual quality in the Shafter Town, Rural San Joaquin Valley, North Bakersfield, Kern River and East Bakersfield Landscape Units.*	AVR-MM #2a: Incorporate Design Criteria for Elevated and Station Elements That Can Adapt to Local Context AVR-MM #2b: Integrate Elevated Guideway into Affected Cities, Parks, Trail, and Urban Core Designs AVR-MM #2c: Screen Elevated Guideways Adjacent to Residential Areas AVR-MM #2d: Replant Unused Portions of Lands Acquired for the HSR AVR-MM #2e: Provide Offsite Landscape Screening Where Appropriate AVR-MM #2f: Landscape Treatments along the HSR Project Overcrossings and Retained Fill Elements of the HSR AVR-MM #2g: Provide Sound Barrier Treatments AVR-MM #2h: Screen Traction Power Distribution Stations and Radio Communication Towers AVR-MM #2i: Install Decorative Parapet Design at Kern River Crossing
AVR #5: Lower visual quality at Valley Oaks Charter School.*	AVR-MM #2a: Incorporate Design Criteria for Elevated and Station Elements That Can Adapt to Local Context AVR-MM #2b: Integrate Elevated Guideway into Affected Cities, Parks, Trail, and Urban Core Designs AVR-MM #2d: Replant Unused Portions of Lands Acquired for the HSR AVR-MM #2e: Provide Offsite Landscape Screening Where Appropriate AVR-MM #2f: Landscape Treatments along the HSR Project

Impact	Mitigation Measure
	Overcrossings and Retained Fill Elements of the HSR AVR-MM #2g: Provide Sound Barrier Treatments
Cultural Resources	
Construction Impacts	
CUL #1: Potential Adverse Effects on Archaeological Resources due to Construction Activities.	CUL-MM #4: Comply with State and Federal Law for Human Remains CUL-MM #5: Conduct Additional Testing and Recovery
CUL #2: Potential Adverse Effects on Historic Architectural (Built) Resources due to Construction Activities: Introduction of Visual Elements	CUL-MM #12: Prepare and Submit Additional Recordation and Documentation CUL-MM #13: Prepare Interpretive or Educational Materials
Project Impacts	
CUL #4: Potential Adverse Effects on Archaeological Resources Due to Operational Activities CUL #5: Potential Adverse Effects on Historic Architectural (Built) Resources due to Operational Activities	No mitigation required.
Regional Growth	
Construction Impacts	
Construction Effects	No mitigation required.
Project Impacts	
Operations Effects on Employment, Population Growth, Land Use Consumption, and, Consistency with Regional Growth Management Plans, Hydrology and Water Resources	No mitigation required.
Cumulative Impacts	
Construction Impacts	
Transportation, Air Quality and Global Climate Change, EMF/EMI, Public Utilities and Energy, Biological Resources and Wetlands, Geology/Soils/Seismicity/Paleontological Resources, Hazardous Materials and Wastes, Safety and Security, Socioeconomics and Communities, Station Planning/Land Use and Development, Agricultural Lands, Parks/Recreation and Open Space, Aesthetics and Visual Resources	No mitigation required.
CUM-N&V: The project's contribution to cumulative construction noise and vibration impacts.*	CUM-N&V-MM#1: Consult with agencies regarding construction activities.
CUM-CUL: The project's contribution to cumulative cultural resources impacts during construction.*	No additional mitigation required.

Impact	Mitigation Measure
CUM-VQ: The project's contribution to cumulative visual impacts.*	CUM-VQ-MM#1: Consult with agencies on the HSR project design.
Project Impacts	
Transportation, Air Quality, Noise and Vibration, EMF/EMI, Public Utilities and Energy, Biological Resources and Wetlands, Geology/Soils/Seismicity/Paleontological Resources, Hazardous Materials and Wastes, Safety and Security, Socioeconomics and Communities, Station Planning/Land Use and Development, Parks/Recreation and Open Space, Cultural Resources	No mitigation required.
CUM-AG: The project's contribution to cumulative farmland conversion.*	No additional mitigation required.
CUM-VQ: The project's contribution to cumulative visual impacts.*	CUM-VQ-MM#1: Consult with agencies on the HSR project design.
Environmental Justice	
Construction Impacts	
EJ #1: Effect of Project Construction on Minority or Low-Income Populations	No mitigation required.
Project Impacts	
EJ #2: Effects of Project Operation on Minority or Low-Income Populations	No mitigation required.

* = indicates impacts that remain significant even with the application of mitigation

AG = Agricultural Resources

AQ = Air Quality

AQMD = air quality management district

AVR = Aesthetics and Visual Resources

BAAQMD = Bay Area Air Quality Management District

BIO = Biological Resources and Wetlands

CEQA = California Environmental Quality Act

CO = carbon monoxide

CRHR = California Register of Historical Resources

CUL = Cultural Resources

CUM = Cumulative Impacts

HMF = heavy maintenance facility

HSR = high-speed rail

HST = high-speed train

HWM = Hazardous Wastes and Materials

HWR = Hydrology and Water Resources

LU = Land Use

MM = Mitigation Measure

N&V = Noise and Vibration

NO₂ = nitrogen dioxide

NO_x = nitrogen oxides

NRHP = National Register of Historic Places

O₃ = Ozone

PK = Parks, Recreation, and Open Space

PM_{2.5} = particulate matter smaller than or equal to 2.5 microns in diameter

PM₁₀ = particulate matter smaller than or equal to 10 microns in diameter

PP = Parks, Recreation, and Open Space (Specific to Project Operations)

S&S = Safety and Security

SO = Socioeconomics and Communities

TR = Transportation

VERA = Voluntary Emission Reduction Agreement

VOC = volatile organic compound

16 CHANGES TO THE FINAL REPORT RESULTING FROM COMMENTS ON THE DRAFT REPORT

16.1 Introduction

The Authority and FRA widely circulated the Draft Supplemental EIR/EIS to affected local jurisdictions, state and federal agencies, tribes, community organizations, other interest groups, and interested individuals. The document was also available at Authority offices, public libraries, and community centers. The 60-day public comment period closed on January 16, 2018. During this period, a public hearing was held on December 19, 2017 in Bakersfield to receive oral testimony on the Draft Supplemental EIR/EIS. This Final Supplemental EIR addresses the comments received during the Draft Supplemental EIR/EIS comment period.

Global changes made to the final document are described in Section 1.2 of this Technical Appendix. Section and chapter-specific changes to Volume I of the Draft Supplemental EIR/EIS text are described in Section 1.3 of this Technical Appendix. Changes to the Technical Appendices of the Draft Supplemental EIR/EIS are described in Section 1.4 of this Technical Appendix.

Text added to the document is shown in **grey highlight**, while text removed from the document is shown in ~~strike through~~. Changes made to the front matter of the Draft Supplemental EIR/EIS including the Preface, Fact Sheet, and Summary are not described in this technical appendix because they are reproduced here in this Final Supplemental EIR.

16.2 Global Changes

Several text changes were made globally throughout the Final Supplemental EIR. These include the following:

- The word Draft was replaced with Final in references to the Supplemental EIR document, except when the reference was specifically to the Draft document.
- The decision was made to bifurcate the CEQA and NEPA documents, so all references to the FRA as the NEPA lead agency for the Supplemental EIS were removed. This is a standalone Final Supplemental EIR.
- To clarify that this document is a standalone CEQA Final Supplemental EIR, a notice has been added to the footer on the first page of each section and chapter as seen below on this page. The footer states the following: This Final Supplemental EIR is prepared by the Authority pursuant to its responsibilities as a lead agency under CEQA. This Final Supplemental EIR does not specifically address FRA's NEPA compliance and should not be understood to substitute for a separate Final Supplemental EIS.
- Throughout the document, the GIS data remained unchanged; however, the pathways on which the files were saved had been modified for a number of figures. The file pathways are shown as vertical text to the left of the image, and for those figures that required pathway changes, the figure title was shaded grey. This data change does not modify the footprint or the disturbance areas, so the analysis presented in this Final Supplemental EIR is consistent with the analysis presented in the Draft Supplemental EIR/EIS.
- Dates on all documents were changed to reflect the publication date of the Final Supplemental EIR.
- All references to a 45-day review period for the Draft Supplemental EIR/EIS were changed to accurately describe the 60-day review period for the Draft Supplemental EIR/EIS.

16.3 Volume I

16.3.1 Chapter 1

On page 1-7, Figure 1-2 Fresno to Bakersfield Section Final EIR/EIS Preferred Build Alternative had changed GIS pathways.

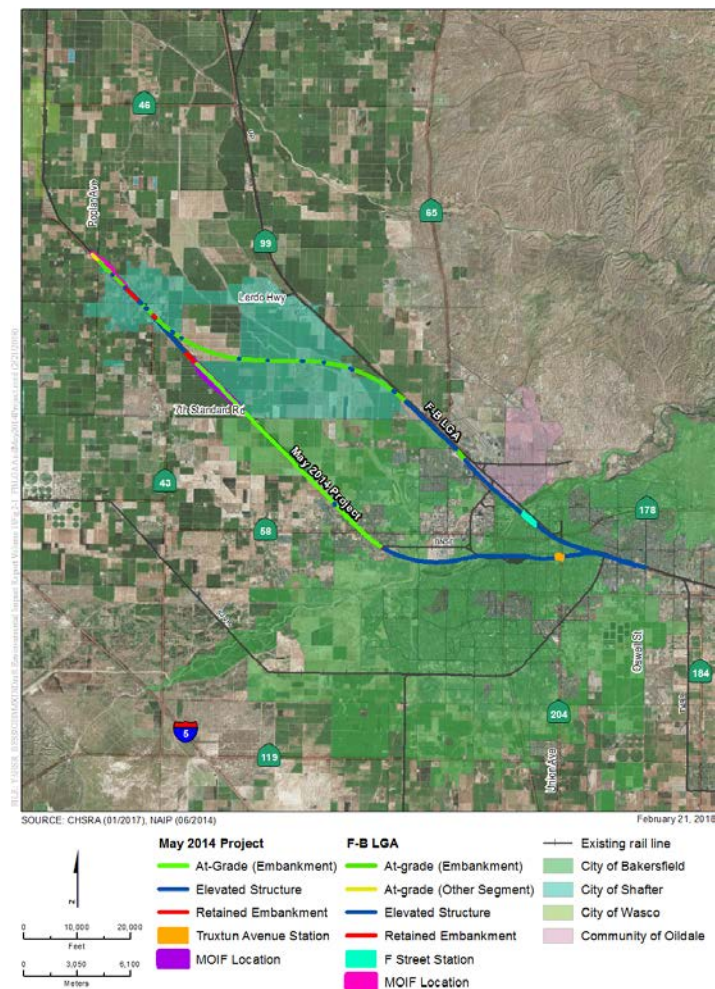
On page 1-8 Figure 1-3 Locations of F-B Section EIR/EIS Alternatives, F-B LGA, and May 2014 Project had changed GIS pathways.

There were no other changes to Chapter 1 aside from the global changes described in Section 16.2 of this Chapter.

16.3.2 Chapter 2

On page 2-6 of the Draft Supplemental EIR/EIS the clause “adjacent to the Amtrak station” was added to clarify the following sentence: The May 2014 Project Station would be built at the corner of Truxtun and Union Avenues/SR 204 adjacent to the Amtrak station (Figure 2-1).

On page 2-7, Figure 2-1 F-B LGA and May 2014 Project was revised to accurately portray the location of the MOIF as shown here.



On page 2-8, Figure 2-2 F-B LGA and Associated Features had changed GIS pathways.

On page 2-9 of the Draft Supplemental EIR/EIS the clause “and the maximum height of the viaduct is 73 feet in the vicinity of Weill Park in Bakersfield” was added to the following sentence:

The average height of the viaduct is 60 feet above existing ground and the maximum height of the viaduct is 73 feet in the vicinity of Weill Park in Bakersfield.

On page 2-9 of the Draft Supplemental EIR/EIS the following text was added to footnote 3: The fill requirements are expected to be similar for the F-B LGA and May 2014 Project due to the total length of each alternative on embankment/at-grade or on retained fill (approximately 12.5 miles for the F-B LGA and 11.3 miles for the May 2014 Project). Therefore, the assumption of fill requirements for the Fresno to Bakersfield Section, as stated in the Final EIR/EIS, is still applicable to the F-B LGA and would not exceed the available permitted aggregate resources in the San Joaquin Valley. Borrow sites for excavated fill have not been identified to date. The contractor will acquire fill from sites that are permitted under the Surface Mining and Reclamation Act (SMARA) or exempt under SMARA.

On page 2-11, Figure 2-3 F-B LGA in Kern County and Shafter had changed GIS pathways.

On page 2-12, Figure 2-4 F-B LGA in Shafter and Kern County had changed GIS pathways.

On page 2-13, Figure 2-5 F-B LGA in Shafter had changed GIS pathways.

On page 2-14, Figure 2-6 F-B LGA in Bakersfield and Oildale had changed GIS pathways.

On page 2-15, Figure 2-7 F-B LGA in Oildale and Bakersfield had changed GIS pathways.

On page 2-16, Figure 2-8 F-B LGA in Bakersfield had changed GIS pathways.

On page 2-31 of the Draft Supplemental EIR/EIS at the end of the third paragraph, the following footnote was added:

This document evaluates impacts, and proposed mitigation if necessary, of the HSR alignment all the way to Oswell Street to disclose impacts of the tracks as they might extent to the southeast beyond the F Street Station. However, the Authority and FRA intend to approve for construction and operation, as part of this document, only the F Street station and the alignment from that station towards Fresno, as shown in Figure S-4. Any alignment to the southeast of the station would be approved, if at all, following environmental evaluation of the Bakersfield to Palmdale Section, currently programmed to be completed via an EIR/EIS for that Section in 2020. Accordingly, mitigation measures for impacts related to the alignment southeast of the F street station would be imposed as part of the approval of the Bakersfield to Palmdale Section.

On page 2-29, Figure 2-15 Bakersfield F Street Station Conceptual Layout had changed GIS pathways.

On page 2-31 of the Draft Supplemental EIR/EIS the clause “, serving all vehicles (private vehicles, taxis, and public transit)” was added to the following sentence: **Chester Avenue/32nd Street:** This would be the third access location to the station and would operate as a right-in/right-out-only driveway, serving all vehicles (private vehicles, taxis, and public transit).

On page 2-32 of the Draft Supplemental EIR/EIS, the following sentence was added: Traveling on city streets, the Amtrak station is located approximately 1.8 miles from the proposed F Street Station site.

Table 2-2 HSR System Ridership Forecasts (in millions per year), on page 2-40 of the Draft Supplemental EIR/EIS, was corrected in the following ways:

Table 2-1 HSR System Ridership Forecasts (in millions per year)

Fare Scenario	2020	2027	2035	
	Phase 1	Full System	Phase 1 ¹	Full System
HSR ticket price = 83% of airfare levels	13.2	47.6	40.2	HSR ticket price = 83% of airfare levels 69.3

Fare Scenario	2020	2027	2035	
	Phase 1	Full System	Phase 1 ¹	Full System
13.2 HSR ticket price = 50% of airfare levels	47.618.7	40.267.5	69.357.0	13.298.2

On page 2-44 of the Draft Supplemental EIR/EIS the following paragraph was added: The 2018 Business Plan affirms the Authority's commitment to connecting the Silicon Valley to the Central Valley (from San Francisco to Bakersfield) as quickly as possible. The Authority is considering options to deliver early benefits along the Phase 1 corridor, which may include the development of an interim terminal station at the Preferred Alternative station location (F Street). More information about the interim terminal station is contained in Technical Appendix 2-I of this Final Supplemental EIR.

16.3.3 Section 3.1

There were no changes to Section 3.1 aside from the global changes described in Section 16.2 of this Chapter.

16.3.4 Section 3.2

On page 3.2-2 of the Draft Supplemental EIR/EIS the following sentence was added at the end of Section 3.2.1.3: Metropolitan Bakersfield High Speed Rail Terminal Impact Analysis Report (KernCOG 2003), Metropolitan Bakersfield Transit Center Study (KernCOG 2015), Metropolitan Bakersfield General Plan Circulation Element (City of Bakersfield and County of Kern 2007), and Kern County General Plan (Kern County 2009) have also been referenced in the preparation of this analysis.

On page 3.2-2 of the Draft Supplemental EIR/EIS the following sentences were added to Section 3.2.2 after the second sentence of the section: Additionally, the project will not result in any increase in regional vehicle miles traveled (VMT) since the increase in VMT will be at a local level between local destinations and the F Street station. As such, at a regional level, the project will reduce VMT because long-range destination vehicular trips will be replaced by passengers using HSR.

On page 3.2-6 of the Draft Supplemental EIR/EIS the following changes were made to Section 3.2.3.1 under "Air Travel": Bakersfield Meadows Field provides commercial service to San Francisco, Denver, and Phoenix and Los Angeles.

On page 3.2-10, Figure 3.2-1 City of Shafter Study Intersections had changed GIS pathways.

On page 3.2-12, Figure 3.2-2 City of Shafter Roadway Segments had changed GIS pathways.

On page 3.2-13, Figure 3.2-3 City of Shafter Existing Intersection Levels-of-Service had changed GIS pathways.

On page 3.2-16, Figure 3.2-4 Kern County Study Intersections had changed GIS pathways.

On page 3.2-17, Figure 3.2-5 Kern County Roadway Segments had changed GIS pathways.

On page 3.2-19, Figure 3.2-6 Kern County Existing Intersection Levels-of-Service had changed GIS pathways.

On page 3.2-20 of the Draft Supplemental EIR/EIS, Table 3.2-6 was revised in the following ways:

Table 3.2-2 Existing Intersection Levels-of-Service – City of Bakersfield

No.	Intersection	Control	Existing Conditions			
			A.M. Peak		P.M. Peak	
			Delay	LOS	Delay	LOS

No.	Intersection	Control	Existing Conditions			
			A.M. Peak		P.M. Peak	
			Delay	LOS	Delay	LOS
4	Brown Street/Truxtun Avenue	TWSC Two-Way Stop	30.1	D	76.1	F

Source: Authority and FRA, 2017

Delay = Average control delay in seconds (For two-way stop controlled intersections, reported delay is for worst-case movement.).

BOLD = Exceeds LOS standard

LOS = levels-of-service

TWSC = two-way stop-controlled

On page 3.2-21, Figure 3.2-7 City of Bakersfield Study Intersections had changed GIS pathways.

On page 3.2-22, Figure 3.2-8 City of Bakersfield Roadway Segments had changed GIS pathways.

On page 3.2-23, Figure 3.2-9 City of Bakersfield Existing Intersection Levels-of Service had changed GIS pathways.

On page 3.2-24 of the Draft Supplemental EIR/EIS in the Highways and Roadways subsection of the Bakersfield Study Area section of Section 3.2.3.2: the clause “however, these projects are not funded and may still require adoption of the corridors” was removed from the following sentence: Several new freeway corridors are included in the Metropolitan Bakersfield General Plan; however, these projects are not funded and may still require adoption of the corridors (City of Bakersfield and Kern County 2015).

On page 3.2-24 of the Draft Supplemental EIR/EIS the following sentences were added to the Highways and Roadways subsection of the Bakersfield Study Area section of Section 3.2.3.2: With the exception of the Centennial Corridor project, which is funded and currently under construction, the rest of the projects may still require adoption and funding for implementation of these projects. As such, for purposes of this analysis, these projects have been considered under the Future (2035) scenario analysis since they are included in the local and regional long-range transportation plans.

On page 3.2-24 of the Draft Supplemental EIR/EIS in the Air Travel subsection of the Bakersfield Study Area section of Section 3.2.3.2: the following changes were made: Bakersfield Meadows Field Airport provides commercial service to San Francisco, Denver and Los Angeles Phoenix.

On page 3.2-25, Figure 3.2-10 Regionally Significant Roads in Bakersfield was updated to account for regionally significant roads.

On page 3.2-26, Figure 3.2-11 Bakersfield Station Study Area Roadway Classifications Roadway Segment Analysis had changed GIS pathways.

On page 3.2-27 of the Draft Supplemental EIR/EIS the following changes were made: A total of 6364 roadway segments were identified for analysis.

On page 3.2-27 of the Draft Supplemental EIR/EIS reference to the Metropolitan Bakersfield General Plan Circulation Element in Table 3.2-7 was corrected in the following way: (December 2007/September 2009).

On page 3.2-28, Figure 3.2-12 Bakersfield Station Area Roadway Segments was updated for visual clarity.

On page 3.2-29, Figure 3.2-13 Bakersfield Station area Roadway Segments was updated for visual clarity.

On page 3.2-30, Figure 3.2-14 Bakersfield Station Area Study Intersections was updated for visual clarity.

On page 3.2-31, Figure 3.2-15 Bakersfield Station Area Intersections Levels-of-Service was updated for visual clarity.

On page 3.2-36, Figure 3.2-16 Future (2035) Plus Truxtun Avenue Station Intersection Levels-of-Service had changed GIS pathways.

On page 3.2-37 of the Draft Supplemental EIR/EIS in Section 3.2.4.2 the following changes were made: ~~vehicle miles traveled (VMT)~~.

On page 3.2-37 of the Draft Supplemental EIR/EIS in subsection Aviation Element of Section 3.2.4.2 the following changes were made: Although enplanements have grown in number nationally and statewide (at major airports), within the proposed HSR service area, Bakersfield Airport currently serves San Francisco, ~~Denver, and Phoenix~~ Los Angeles international airports with a limited number of flights each day.

On page 3.2-38 of the Draft Supplemental EIR/EIS reference to the Metropolitan Bakersfield General Plan Circulation Element in Table 3.2-10 was corrected in the following way: (~~December 2007~~ September 2009).

On page 3.2-39 of the Draft Supplemental EIR/EIS reference to the Metropolitan Bakersfield General Plan Circulation Element in Table 3.2-12 was corrected in the following way: (~~December 2007~~ September 2009).

On page 3.2-40 of the Draft Supplemental EIR/EIS, Table 3.2-15 was revised in the following ways:

Table 3.2-3 Year 2035 No Project Roadway Segments Operating at Levels-of-Service E or F

No.	Roadway Segment	Number of Lanes (NE or SW)	Functional Classification ¹	Daily Volume	Future No-Build Conditions	
					V/C2	LOS
1	Oak Street, between SR 178 and Truxtun Avenue	2/2	Four-Lane Collector	47,403	1.58	F
2	F Street, between Golden State Avenue and 30th Street	2/2	Four-Lane Collector	27,501	0.92	E
16	P Street, between California Avenue and 8th Street	1/1	Two-Lane Collector	16,159	1.08	F
17	Q Street, between 23rd Street and 21st Street	1/1	Two-Lane Collector	13,844	0.92	E
18	Q Street, between 19th Street and Truxtun Avenue	1/1	Two-Lane Collector	16,713	1.11	F
33	Olive Drive, between Knudsen Drive and SR 99 Southbound Ramps	3/3	Six-Lane Arterial	65,067	1.08	F
39	Rosedale Highway, between Camino Del Rio Court and SR 99 Southbound Ramps	3/3	Six-Lane Arterial	57,171	0.95	E
40	SR 178, between Buck Owens Boulevard and Oak Street	3/3	Six-Lane Arterial	75,473	1.26	F
41	SR 178, between Oak Street and D Street	2/2	Four-Lane Arterial	72,693 75,464	1.82 1.89	F
42	SR 178, between D Street and Chester Avenue	0/3	One-Way Arterial	50,772	1.69	F
43	23rd Street, between D Street and F Street	3/0	One-Way Arterial	29,260	0.98	E
44	23rd Street, between F Street and Chester Avenue	3/0	One-Way Arterial	31,102	1.04	F
47	Truxtun Avenue, between Bahamas Drive and Oak Street	2/2	Four-Lane Arterial	58,531	1.46	F
48	Truxtun Avenue, between Oak Street and F Street	2/2	Four-Lane Arterial	44,880	1.12	F
49	Truxtun Avenue, between F Street and Chester Avenue	2/2	Four-Lane Arterial	44,021	1.10	F
54	California Avenue, between Real Road and Oak Street	2/3	Five-Lane Arterial	49,375	0.99	E

On page 3.2-41 of the Draft Supplemental EIR/EIS, Table 3.2-16 was revised in the following ways:

Table 3.2-4 Year 2035 No Project Intersections Operating at Levels-of-Service E or F

No	Intersection	Control	2035 No Build Conditions			
			A.M. Peak		P.M. Peak	
			Delay	LOS	Delay	LOS
1	Coffee Road and Olive Drive	Signalized	47.2	D	63.5	E
2	Coffee Road and Hageman Road	Signalized	28.4	C	>180	F
6	Fruitvale Avenue and Hageman Road	Signalized	66.4	E	52.2	D
7	Mohawk Street and Hageman Road	Two-Way Stop	>180	F	>180	F
8	Mohawk Street and Rosedale Highway	Signalized	174.3	F	>180	F
9	Knudsen Drive and Olive Drive	Signalized	109.5	F	>180	F
10	Knudsen Drive and Hageman Road	Signalized	87.5	F	151.8	F
12	SR 99 Southbound Ramps and Olive Drive	Two-Way Stop	>180	F	>180	F
13	State Road and SR 99 Northbound Ramps	Two-Way Stop	43.1	E	45.7	E
14	State Road and Olive Drive	Signalized	38.9	D	132.4	F
17	Camino Del Rio Court and Rosedale Highway	Signalized	177.0	F	84.8	F
21	Buck Owens Boulevard-SR 99 Northbound Ramps and Rosedale Highway	Signalized	42.3	D	82.9	F
22	Oak Street and Rosedale Highway-24th Street	Signalized	125.8	F	139.0	F
24	Oak Street and 19th Street	Signalized	13.7	B	62.0	E
26	Oak Street and Truxtun Avenue	Signalized	152.6	F	>180	F
27	Real Road-SR 99 Southbound Ramps and California Avenue	Signalized	83.8	F	93.0	F
29	Oak Street and California Avenue	Signalized	46.5	D	58.9	E
30	Stockdale Highway and Brundage Lane	Signalized	63.9	E	89.6	F
34	F Street and Golden State Avenue	Signalized	>180	F	>180	F
36	F Street and 24th Street	Signalized	99.0	F	>180	F
37	F Street and 23rd Street	Signalized	126.4	F	119.6	F
38	F Street and 21st Street	Signalized	34.5	C	114.4	F
40	F Street and Truxtun Avenue	Signalized	33.1	C	>180	F
42	H Street and Truxtun Avenue	Signalized	43.4	D	90.9	F
46	Chester Avenue and 34th Street	Signalized	20.6	C	65.1	E
49	Chester Avenue and 24th Street	Signalized	67.2	E	82.0	F
50	Chester Avenue and 23rd Street	Signalized	36.8	D	80.5	F
53	Chester Avenue and Truxtun Avenue	Signalized	32.1	C	93.3	F
57	Chester Avenue and Brundage Lane	Signalized	73.3	E	132.2	F
58	L Street and Truxtun Avenue	Signalized	45.1	D	80.1	F
60	M Street and Golden State Avenue and 28th Street	Signalized	151.2	F	>180	F
66	Q Street and Golden State Avenue	Signalized	38.7	D	62.7	E
68	Q Street and 23rd Street	Two-Way Stop	27.0	D	>180	F
80	Union Avenue and Columbus Street	Signalized	51.6	D	61.6	E
85	Union Avenue and Golden State Avenue and 21st Street	Signalized	47.7	D	103.763- 2	EF
86	Union Avenue and 19th Street	Signalized	46.6	D	124.0	F
87	Union Avenue and 18th Street	Signalized	27.1	C	56.4	E
88	Union Avenue and Hayden Court-Sonora Street	Signalized	61.8	E	21.6	C
89	Union Avenue and California Avenue	Signalized	99.7	F	54.6	D
90	Union Avenue and 4th Street	Signalized	18.8	B	63.0	E

No	Intersection	Control	2035 No Build Conditions			
			A.M. Peak		P.M. Peak	
			Delay	LOS	Delay	LOS
91	Union Avenue-SR 58 Westbound Ramps and Brundage Lane	Signalized	68.3	E	74.8	E
96	Tulare Street and Truxtun Avenue	Two-Way Stop	37.7	E	72.0	F
97	Baker Street and Truxtun Avenue-18th Street	Signalized	18.6	B	58.4	E
101	Beale Avenue and Jefferson Street-SR 178 Westbound Ramps	Two-Way Stop	>180	F	>180	F
102	Beale Avenue and Flower Street	Signalized	19.7	B	78.9	E
112	Mt. Vernon Avenue and SR 58 Westbound Ramps	Two-Way Stop	>180	F	>180	F

On page 3.2-43 of the Draft Supplemental EIR/EIS, Table 3.2-17 was revised in the following ways:

Table 3.2-5 Year 2035 No Project Peak Hour Highway Segment Levels-of-Service

Roadway	Segment	Direction	A.M.			P.M.		
			Speed (mph)	Density	LOS	Speed (mph)	Density	LOS
SR 204	West of F Street ¹	Eastbound	55.0	37.7	E	55.0	29.8	D
		Westbound	55.0	23.2	C	55.0	36.4	D
	East of F Street ²	Eastbound	55.0	0.35	FA	55.0	0.35	FA
		Westbound	55.0	1.70	F	55.0	2.14	F

On page 3.2-43 of the Draft Supplemental EIR/EIS the words “new interchanges, addition of” was added to the following sentence: However, due to the proposed alignment, modifications would be required to the existing circulation system that includes roadway closures, realignment, redesign of existing interchanges, addition of new interchanges, addition of new traffic signals and roadway widening.

On page 3.2-44 of the Draft Supplemental EIR/EIS, the following changes were made:

- For the F-B LGA, there would be no significant impacts due to the project on any roadway segments under future plus project conditions. ~~There would be~~
- The following two study intersections would experience significant impacts under future plus project conditions ~~that would experience significant impacts~~:
 - o SR 43 and Ash Avenue (a.m. and p.m. peak hours)
 - o Beech Avenue and Riverside Street (p.m. peak hour)

Figure 3.2-17 shows the future (2035) plus build peak hour intersection LOS for the City of Shafter.

• Kern County

- For the F-B LGA, there would be no significant impacts due to the project on any roadway segments or intersections under existing plus F-B LGA conditions.
- ~~There would be~~ The following two study intersections would experience significant impacts under future plus project ~~that would experience significant impacts~~. Those intersections are:

- Dole Court and Snow Road (a.m. peak hour)
- Norris Road and Snow Road (p.m. peak hour)

Figure 3.2-18 shows the future (2035) plus build peak hour intersection LOS for Kern County.

- **City of Bakersfield**

- For the F-B LGA, there would be no significant impacts due to the project on any roadway segments or intersections under existing plus F-B LGA conditions.
- For the F-B LGA, there would be no significant impacts due to the project on any roadway segments or intersections under future plus project conditions. ~~There would be two study intersections under future plus project that would experience significant impacts.~~
- Figure 3.2-19 shows the future (2035) plus build peak hour intersection LOS for the City of Bakersfield.

- **Bakersfield Station Area**

- ~~One~~ The following roadway segment would experience a significant impact under existing plus F-B LGA Station conditions ~~would experience a significant impact.~~ That segment is:
 - 30th Street, between F Street and H Street
- ~~There would be~~ The following three study intersections would experience a significant impact under existing plus F-B LGA Station conditions ~~that would experience significant impacts.~~
 - Mohawk Street and Hageman Road (a.m. and p.m. peak hours)
 - SR 99 Southbound Ramps and Olive Drive (a.m. peak hour)
 - F Street and 23rd Street (a.m. and p.m. peak hours)
- There would be no significant impacts to freeway segments under existing plus F-B LGA Station conditions.
- ~~One~~ The following two roadway segments would experience a significant impact under future plus F-B LGA Station conditions ~~would experience a cumulative significant impact.~~
 - F Street, between 30th Street and 24th Street
 - 30th Street, between F Street and H Street
- ~~There would be~~ The following nine study intersections would experience a significant impact under future plus F-B LGA Station conditions ~~that would experience significant impacts.~~
 - Mohawk Street and Hageman Road (a.m. peak hour)
 - Mohawk Street and Rosedale Highway (a.m. and p.m. peak hours)
 - Oak Street and Rosedale Highway-24th Street (a.m. and p.m. peak hours)
 - Oak Street and Truxtun Avenue (a.m. peak hour)
 - F Street and 24th Street (p.m. peak hour)
 - F Street and 23rd Street (a.m. and p.m. peak hours)
 - M Street and Golden State Avenue and 28th Street (a.m. and p.m. peak hours)
 - Union Avenue and California Avenue (p.m. peak hour)
 - Beale Avenue and Jefferson Street-SR 178 Westbound Ramps (p.m. peak hour)

On page 3.2-45, Figure 3.2-17 Future (2035) Plus Build Peak Hour Intersection Levels-of-Service for the City of Shafter had changed GIS pathways.

On page 3.2-46, Figure 3.2-18 Future (2035) Plus Build Peak Hour Intersection Levels-of-Service for the Kern County had changed GIS pathways.

On page 3.2-47, Figure 3.2-19 Future (2035) Plus Build Peak Hour Intersection Levels-of-Service for the City of Bakersfield had changed GIS pathways.

On page 3.2-48, Figure 3.2-20 Future (2035) Plus Build Peak Hour Intersection Levels-of-Service for the Bakersfield Station Area had changed GIS pathways.

On page 3.2-55 of the Draft Supplemental EIR/EIS reference to the Metropolitan Bakersfield General Plan Circulation Element in Table 3.2-18 was corrected in the following way:
(~~December 2007~~ September 2009).

On page 3.2-55 of the Draft Supplemental EIR/EIS, the following changes were made to the second paragraph: the bookmark self-reference error was corrected to Table 3.2-19.

On page 3.2-57 of the Draft Supplemental EIR/EIS the following changes were made:

- SR 43 and ~~Los Angeles Avenue~~ Ash Avenue (a.m. and p.m. peak hours)

On page 3.2-60 of the Draft Supplemental EIR/EIS the following paragraph was added to Impact TR #13: Roadway segments project trip distribution and assignment for the F-B LGA were obtained from Kern COG MIP Travel Demand Model Select Zone run. Based on the select zone distribution, it is estimated that 70 percent of project trips are forecasted to access the station from the south, via F Street and SR 204. Approximately 24 percent of project trips will travel westward along SR 204, 16 percent will travel eastward along SR 204 and 30 percent of locally generated trips will travel southward along F Street. The remaining 30 percent of total project trips are forecasted to access the station through two access points on Chester Avenue along 34th Street and 32nd Street. Out of these trips, approximately 4 percent will travel northward along Chester Avenue, 13 percent will travel southward along Chester Avenue and approximately 13 percent will travel eastward along 34th Street.

In the second paragraph of page 3.2-63 of the Draft Supplemental EIR/EIS the following changes were made: Therefore, the identified effects to ~~roadway segments~~ intersections would be significant under CEQA.

On page 3.2-68 of the Draft Supplemental EIR/EIS the following changes were made to Section 3.2.6:

3.2.6 Mitigation Measures

This section lists the mitigation measures that are applicable to the May 2014 Project and the F-B LGA. Section 3.2.6.1 lists all the mitigation measures that are applicable to the May 2014 Project and the F-B LGA. Section 3.2.6.2 lists only the mitigation measures that are common to both the F-B LGA and the May 2014 Project. Section 3.2.6.3 lists the mitigation measures that are only applicable to the F-B LGA.

On page 3.2-68 of the Draft Supplemental EIR/EIS the following changes were made to Section 3.2.6.1: The project design features for the May 2014 Project were approved under the Fresno to Bakersfield Section Final EIR/EIS, and detailed descriptions of each feature can be found in the Final EIR/EIS (Authority and FRA 2014a, pages 3.2-121 to 3.2-124).

On page 3.2-68 of the Draft Supplemental EIR/EIS the following changes were made to the subsection Mitigation Measures: The only new mitigation measure added specifically for the F-B LGA is TR-MM#10. Based on the updated analysis conducted for the May 2014 Project, TR-MM#2 through TR-MM#9 provides adequate mitigation for the updated May 2014 Project. Additionally, ~~b~~Based on the analysis conducted for the F-B LGA, these measures approved for the May 2014 Project and TR-MM#10 provided adequate mitigation for the project as modified in the F-B LGA.

On page 3.2-69 of the Draft Supplemental EIR/EIS the following bullet point was added:

- **TR-MM#9.** 30th Street between F Street and H Street: Eliminate on-street parking to convert 30th Street from 2-lane Collector to 4-Lane Collector.

On page 3.2-69 of the Draft Supplemental EIR/EIS the following bullet point was removed:

- ~~**TR-MM#3.** F Street and 30th Street: Install a traffic signal at the intersection.~~

On page 3.2-70 of the Draft Supplemental EIR/EIS the following changes were made:

- **TR-MM#2.** F Street and 30th Street: Add overlap phasing for westbound right-turn lane.

On page 3.2-70 of the Draft Supplemental EIR/EIS the following bullet point was removed:

- ~~**TR-MM#6, 7, 8.** F Street and 23rd Street: Widen the eastbound approach to provide one exclusive left-turn lane, two exclusive through lanes, and one shared through/right-turn lane.~~

On page 3.2-70 of the Draft Supplemental EIR/EIS the following changes were made:

- **TR-MM#6, 7, 5.** Oak Street and Rosedale Highway-24th Street: Widen the eastbound approach to provide one exclusive left-turn lane, three exclusive through lanes, and one exclusive right-turn lane. Add overlap phasing for westbound right-turn lane and re-time the signal in the a.m. and p.m. peak hours.

On page 3.2-70 of the Draft Supplemental EIR/EIS the following bullet point was removed:

- ~~**TR-MM#5.** Union Avenue and California Avenue: Re-time the signal in the p.m. peak hour.~~

On page 3.2-70 of the Draft Supplemental EIR/EIS the following bullet point was removed:

- ~~**TR-MM#3.** Beale Avenue and Jefferson Street-SR 178 Westbound Ramps: Install a traffic signal at the intersection.~~

On page 3.2-71 of the Draft Supplemental EIR/EIS the following changes were made to Section 3.2.6.2:

3.2.6.2 Mitigation Measures ~~Specific to the F-B LGA~~ Applicable to both the F-B LGA and May 2014 Project

The F-B LGA will include engineering design features that would alleviate traffic conditions adjacent to the F Street Station site. Additional information regarding project design features is included in Chapter 2.0 of this the Draft Supplemental EIR/EIS. Following are a list of mitigation measures applicable both to the F-B LGA and the May 2014 Project.

Mitigation Measures under Future (2035) Plus Project Conditions

- **TR-MM#8, 9.** SR 43 and Ash Avenue: Add a two-way left-turn lane on SR 43.
- **TR-MM#10.** Beech Avenue and Riverside Street: Convert to all-way stop control.
- **TR-MM#10.** Dole Court and Snow Road: Convert to all-way stop control.
- **TR-MM#3.** Norris Road and Snow Road: Install a traffic signal at the intersection.
- **TR-MM#3.** Beale Avenue and Jefferson Street-SR 178 Westbound Ramps: Install a traffic signal at the intersection.
- **TR-MM#6, 7.** M Street and SR 204 and 28th Street: Widen the northbound approach to provide an exclusive left-turn lane and shared through/right-turn lane at the intersection.
- **TR-MM#5.** Oak Street and Truxtun Avenue: Re-time the signal in the p.m. peak hour.
- **TR-MM#6, 7, 8.** F Street and 23rd Street: Widen the eastbound approach to provide one exclusive left-turn lane, two exclusive through lanes, and one shared through/right-turn lane.
- **TR-MM#5.** Union Avenue and California Avenue: Re-time the signal in the p.m. peak hour.

On page 3.2-71 of the Draft Supplemental EIR/EIS the following changes were made to Section 3.2.6.2:

3.2.6.3 Mitigation Measures Specific to the F-B LGA

The F-B LGA will include engineering design features that will alleviate traffic conditions adjacent to the F Street Station site. Additional information regarding the project design is included in Chapter 2.0 of this the Draft Supplemental EIR/EIS. Following is a list of mitigation measures specifically applicable to the F-B LGA.

Specific mitigation measures (or portions of the measures) (TR-MM#3 through TR-MM#9) developed for Transportation in the F-B LGA TATR (Authority and FRA 2017), as listed in Table 3.2-31, are applicable to the F-B LGA. These measures include TR-MM#3 through TR-MM#9. The only new mitigation measure added specifically for the F-B LGA is TR-MM#10. Table 3.2-32 lists the mitigation measures for Transportation developed solely for the F-B LGA.

Table 3.2-6 Transportation Mitigation Measures

Number	Description
TR-MM#2	Modify signal phasing. Modify traffic signal phasing sequence to improve operations at a signalized intersection, in consultation with the appropriate jurisdiction to ensure the peak hour re-timing of the signal.
TR-MM#3	Add signal to intersection to improve LOS/operation. Add traffic signals to affected non-signalized intersections surrounding the proposed HSR station locations to improve LOS and intersection operation.
TR-MM#4	Restripe intersections. Restripe specific intersections surrounding the proposed HSR station locations to improve LOS and intersection operation.
TR-MM#5	Revise signal cycle length. Revise signal cycle length at specific intersections surrounding the proposed HSR station locations to improve LOS and intersection operation in consultation with the local appropriate jurisdiction.
TR-MM#6	Widen approaches to intersections. Widen approaches to allow for additional turning or through lanes to improve LOS and intersection operation.
TR-MM#7	Add exclusive turn lanes to intersections. Add exclusive turn lanes at specific intersections to improve LOS and intersection operation.
TR-MM#8	Add new lanes to roadway. Add additional roadway lanes to improve LOS and intersection operation.
TR-MM#9	Restripe roadway segment. Restripe specific roadway segments in the vicinity of the proposed HSR station locations to improve LOS and roadway segment operation.
TR-MM#10	Convert intersection stop control. Convert intersection stop control from a two-way stop to an all-way stop.

Source: Authority and FRA, 2014b

Table 3.2-7 Mitigation Measures Specifically Applicable to the F-B LGA

Number	Description
TR-MM#3	Add signal to intersection to improve LOS/operation. Add traffic signals to affected non-signalized intersections surrounding the proposed F-Street station location to improve LOS and intersection operation.
TR-MM#4	Restripe intersections. Restripe specific intersections surrounding the proposed F-Street station location to improve LOS and intersection operation.
TR-MM#5	Revise signal cycle length. Revise signal cycle length at specific intersections surrounding the proposed F-Street station location to improve LOS and intersection operation in consultation with the local appropriate jurisdiction.
TR-MM#6	Widen approaches to intersections. Widen approaches to allow for additional turning or through lanes to improve LOS and intersection operation.
TR-MM#7	Add exclusive turn lanes to intersections. Add exclusive turn lanes at specific intersections to improve LOS and intersection operation.
TR-MM#8	Add new lanes to roadway. Add additional roadway lanes to improve LOS and intersection operation.
TR-MM#9	Restripe roadway segment. Restripe specific roadway segments in the vicinity of the proposed F-street station location to improve LOS and roadway segment operation.
TR-MM#10	Convert intersection stop control. Convert intersection stop control from a two-way stop to an all-way stop.

Source: Authority and FRA, 2017

Mitigation Measures under Existing Plus Project Conditions

- ~~TR-MM#8, 9.~~ SR 43 and Ash Avenue: Add a two-way left-turn lane on SR 43.
- ~~TR-MM#10.~~ Beech Avenue and Riverside Street: Convert to all-way stop control.
- ~~TR-MM#10.~~ Dole Court and Snow Road: Convert to all-way stop control.
- ~~TR-MM#3.~~ Norris Road and Snow Road: Install a traffic signal at the intersection.
- **TR-MM#3.** Mohawk Street and Hageman Road: Install a traffic signal at the intersection.
- **TR-MM#3.** SR 99 Southbound Ramps and Olive Drive: Install a traffic signal at the intersection.
- **TR-MM#6, 7, 8.** F Street and 23rd Street: Widen the eastbound approach to provide one exclusive left-turn lane, two exclusive through lanes, and one shared through/right-turn lane.
- **TR-MM#9.** 30th Street between F Street and H Street: Eliminate on-street parking to convert 30th Street from 2-lane Collector to 4-Lane Collector.

Mitigation Measures under Future (2035) Plus Project Conditions

- **TR-MM#3.** Mohawk Street and Hageman Road: Install a traffic signal at the intersection.
- **TR-MM#4.** Mohawk Street and Rosedale Highway: Add a second westbound left-turn lane. This improvement already exists but is currently closed due to construction activity at the intersection.
- **TR-MM#6, 7, 5.** Oak Street and Rosedale Highway-24th Street: Add overlap phasing for westbound right-turn lane and re-time the signal in the a.m. and p.m. peak hours. ~~Widen the eastbound approach to provide one exclusive left-turn lane, three exclusive through lanes, and one exclusive right turn lane.~~
- **TR-MM#5.** Oak Street and Truxtun Avenue: Re-time the signal in the a.m. peak hour.
- **TR-MM#5.** F Street and 24th Street: Re-time the signal in the p.m. peak hour.
- **TR-MM#8.** SR 43 north of E. Los Angeles Avenue: Widen SR 43 from 2 to 4 lanes.

16.3.5 Section 3.3

On page 3.3-4 of the Draft Supplemental EIR/EIS, the following bullet point was added:

- SB 743

On page 3.3-4 of the Draft Supplemental EIR/EIS, the following text was added:

SB 743 (2013)

On September 27, 2013, Governor Brown signed SB 743, which creates a process to change the way that transportation impacts are analyzed under CEQA. SB 743 requires the Governor's Office of Planning and Research to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. Particularly within areas served by transit, those alternative criteria must promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Measurements of transportation impacts may include vehicle miles traveled (VMT), VMT per capita, automobile trip generation rates, or automobile trips generated. Once the CEQA Guidelines are amended, auto delay will no longer be considered a significant impact under CEQA. Transportation impacts related to air quality must still be analyzed under CEQA (Office of Planning and Research 2017).

On page 3.3-8 of the Draft Supplemental EIR/EIS, the following changes were made: ~~vehicle miles traveled (VMT).~~

On page 3.3-8 of the Draft Supplemental EIR/EIS, the following footnote was added: ¹ While the CARB emission factor program, EMFAC, is currently available in a 2014 version, this program version was not available at the time the analysis was originally conducted for the May 2014 Project, as reflected in the Fresno to Bakersfield Section Final EIR/EIS. The analysis in this section of the Supplemental EIR/EIS is based on EMFAC 2011 to allow for a consistent evaluation and comparison of the construction emissions for the May 2014 Project and the F-B LGA.

On page 3.3-21, Figure 3.3-2 Air Quality Monitoring Stations Closest to Project had changed GIS pathways.

16.3.6 Section 3.4

On page 3.4-2, text originally appearing on page 3.4-39 of the Draft Supplemental EIR/EIS has been relocated:

As referenced on page 3.4-9 of the Fresno to Bakersfield Final EIR/EIS, roadway improvements that are classified as Type 1 projects require the preparation of a Noise Study Report (NSR) to identify traffic noise impacts for all land uses within the project study area. Traffic noise impacts occur when predicted noise levels in the design year approach or exceed the Noise Abatement Criteria (NAC) or a predicted noise level substantially exceeds the existing without project noise level by 12 dBA or more. When traffic noise impacts are identified, feasible and reasonable noise abatement measures such as noise barriers must be considered. The NSR evaluates the acoustic feasibility of noise barriers and whether or not they can reduce noise levels by 5 dBA or more for receptors located behind the barriers. If the noise barrier is acoustically feasible (reducing noise levels by 5 dBA or more), the Authority will prepare a Noise Abatement Decision Report (NADR) after the completion of the NSR to evaluate constructability issues and determine whether the barrier is reasonable (cost-effective).

A noise barrier may be considered not feasible for various factors that include not meeting geometric standards, such as the minimum line-of-sight, safety, maintenance, security, geotechnical considerations, and utility relocations. In addition, noise barriers would be considered not feasible when they are located in front of single-family residences or along properties with pedestrian sidewalks because the maintenance of property access would be required. In addition, constructing a noise barrier in front of a single-family residence or including properties with pedestrian sidewalks would result in a non-continuous wall, which would not provide the minimum noise reduction of 5 dBA.

A noise barrier would be considered reasonable when at least one or more benefited receptor achieves a minimum noise reduction of 7 dBA and when the estimated construction cost is within

the reasonable allowance. Other reasonableness factors include the viewpoints of the benefited receptors.

Below is a summary of the Type 1 projects within the project vicinity:

- **Poplar Avenue Grade Separation.** Land uses within the project vicinity for the Poplar Avenue Grade Separation include agricultural land and residential uses. The NSR will report the highest expected noise level that is not closer than 100 feet from the edge of the outside traffic lane for the agricultural land and determine if the residential land uses would approach or exceed the NAC.
- **Riverside Street Grade Separation.** Land uses within the project vicinity for the Riverside Street Grade Separation include agricultural land along with facilities associated with agricultural uses. Since there are no land uses within the project vicinity that have a NAC, the NSR will report the highest expected noise level that is not closer than 100 feet from the edge of the outside traffic lane.
- **SR 99/7th Standard Road Interchange.** Land uses within the project vicinity for the SR 99/7th Standard Road Interchange include a single-family residence, vacant land, agricultural land, and commercial and industrial uses. The NSR will report the highest expected noise level that is not closer than 100 feet from the edge of the outside traffic lane for vacant land, agricultural land, commercial, and industrial uses. The NSR will also determine if residential land uses would approach or exceed the NAC.
- **SR 204/F Street Interchange.** Land uses within the project vicinity for the SR 204/F Street Interchange include single-family residences and office, commercial, and industrial uses. The NSR will report the highest expected noise level that is not closer than 100 feet from the edge of the outside traffic lane for office, commercial, and industrial uses. The NSR will also determine if residential land uses would approach or exceed the NAC.
- **Tulare Avenue/Shafter Avenue Intersection.** Land uses within the project vicinity for the Tulare Avenue/Shafter Avenue intersection include residences, the Golden Living Center, a baseball field, vacant land, and industrial uses. The NSR will report the highest expected noise level that is not closer than 100 feet from the edge of the outside traffic lane for the baseball field, vacant land, and industrial uses, and determine if residences and the Golden Living Center land uses would approach or exceed the NAC.
- **Chester Avenue/34th Street Intersection.** Land uses within the project vicinity for the Chester Avenue/34th Street intersection include residences, a school, a museum, and commercial and industrial uses. The NSR will report the highest expected noise level that is not closer than 100 feet from the edge of the outside traffic lane for commercial and industrial uses. The NSR will also determine if the school, museum, and residential land uses would approach or exceed the NAC.

The above referenced text relocation does not change the findings or conclusions presented in the Draft Supplemental EIR/EIS.

On page 3.4-11, Figure 3.4-2 Noise and Vibration Level Measurement Locations (North End) had changed GIS pathways.

On page 3.4-12, Figure 3.4-3 Noise and Vibration Level Measurement Locations (South End) had changed GIS pathways.

In the second paragraph on page 3.4-15 of the Draft Supplemental EIR/EIS, the following changes were made: Appendix 3.4-AB, Noise and Vibration Measurements.

In the last paragraph on page 3.4-19 of the Draft Supplemental EIR/EIS, the following changes were made: Table 3.4-A-4B-5 in Appendix 3.4-AB, Noise and Vibration Measurements.

In the first paragraph under Table 3.4-12 Distances to Federal Railroad Administration Noise Impact Contours from Station Construction Activities, on page 3.4-20 of the Draft Supplemental

EIR/EIS, the following changes were made: Table 3.4-A-4B-6 in Appendix 3.4-AB, Noise and Vibration Measurements.

In the first paragraph under Table 3.4-8 Distances to Federal Railroad Administration Noise Impact Contours from MOIF Construction Activities, on page 3.4-21 of the Draft Supplemental EIR/EIS, the following changes were made: Table 3.4-A-4B-6 in Appendix 3.4-AB, Noise and Vibration Measurements.

In the first paragraph under Table 3.4-9 Distances to Construction Vibration Damage Criteria, on page 3.4-24 of the Draft Supplemental EIR/EIS, the word “Measurements” was added to the following sentence: The list of construction equipment for all phases of rail corridor construction is provided in Table 3.4-B-4 in Appendix 3.4-B, Noise and Vibration Measurements.

In the fifth paragraph on page 3.4-25 of the Draft Supplemental EIR/EIS, the following changes were made: Table 3.4-A-4B-5 in Appendix 3.4-AB, Noise and Vibration Measurements.

In the first paragraph on page 3.4-26 of the Draft Supplemental EIR/EIS, the following changes were made: Table 3.4-A-4B-6 in Appendix 3.4-AB.

In the third paragraph on page 3.4-26 of the Draft Supplemental EIR/EIS, the following changes were made: Table 3.4-A-4B-7 in Appendix 3.4-AB.

In the second full paragraph on page 3.4-28 of the Draft Supplemental EIR/EIS, the following changes were made: Table 3.4-B-8 in Appendix 3.4-AB, Noise and Vibration Measurements.

In the second full paragraph on page 3.4-28 of the Draft Supplemental EIR/EIS, the following changes were made: Table 3.4-B-8 in Appendix 3.4-AB, Noise and Vibration Measurements.

In the second full paragraph on page 3.4-28 of the Draft Supplemental EIR/EIS, the following changes were made: Table 3.4-A-5B-8 in Appendix 3.4-AB.

On page 3.4-29, Figure 3.4-4 Noise Impacts had changed GIS pathways.

On page 3.4-30, Figure 3.4-5 Noise Impacts had changed GIS pathways.

In the first paragraph on page 3.4-35 of the Draft Supplemental EIR/EIS, the following changes were made: Table 3.4-B-9 in Appendix 3.4-AB, Noise and Vibration Measurements.

On page 3.4-37 of the Draft Supplemental EIR/EIS, the phrase “as discussed below” was removed from the end of the second paragraph.

On page 3.4-43, the following text was added to Table 3.4-26 Mitigation Measures Applicable to the F-B LGA, in the third row, second column:

; diagrams and placement information can be found in Volume III Section H: Record Set PEPD Design Submission Sound Barrier Plans of the Final Supplemental EIR.

On page 3.4-51, Figure 3.4-7 Noise Barrier Locations Inset Area 1 had changed GIS pathways.

On page 3.4-52, Figure 3.4-8 Noise Barrier Locations Inset Area 2 had changed GIS pathways.

On page 3.4-53, Figure 3.4-9 Noise Barrier Locations Inset Area 3 had changed GIS pathways.

On page 3.4-54, Figure 3.4-10 Noise Barrier Locations Inset Area 4 had changed GIS pathways.

16.3.7 Section 3.5

On page 3.5-5 of the Draft Supplemental EIR/EIS, the following changes were made to the text in the eleventh row, third column of Table 3.5 1 Basic EMF-EMI Comparison of the May 2014 Project with F-B LGA: Adventist Health Bakersfield Medical Center Campus (formerly San Joaquin Community Hospital).

In the first paragraph on page 3.5-6 of the Draft Supplemental EIR/EIS, the following changes were made: ~~San Joaquin Community Hospital~~Adventist Health Bakersfield Medical Center Campus.

In the first paragraph on page 3.5-6 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Adventist Health Bakersfield Medical Center Campus~~ ~~San Joaquin Community Hospital~~.

In the first paragraph on page 3.5-6 of the Draft Supplemental EIR/EIS, the following changes were made: ~~4,000~~500.

In the third paragraph of Section 3.5.3.3 Receivers Susceptible to EMF/EMI/RF Interference Effects on page 3.5-6 of the Draft Supplemental EIR/EIS, the following changes were made: On page 3.5-6 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Adventist Health Bakersfield Medical Center Campus~~ ~~San Joaquin Community Hospital~~.

In the third paragraph of Section 3.5.3.3 Receivers Susceptible to EMF/EMI/RF Interference Effects on page 3.5-6 of the Draft Supplemental EIR/EIS, the following changes were made: On page 3.5-6 of the Draft Supplemental EIR/EIS, the following changes were made: ~~The northeast corner of the San Joaquin Hospital is approximately 1,500 feet away from the F-B LGA footprint as shown in Figure 3.5-1~~ The closest parcel owned by the Adventist Bakersfield Medical Center Campus to the F-B LGA right-of-way centerline is approximately 560 feet (this parcel is currently occupied by a surface parking lot and as such does not have any equipment that could be sensitive to EMI/EMFs). The closest Adventist Bakersfield Medical Center facility that may have equipment sensitive to EMI/EMFs is the Quest Imaging building located at 2700 Chester Avenue, which is located approximately 820 feet from the F-B LGA right-of-way centerline (as shown in Figure 3.5-1).

In the last paragraph of Section 3.5.3.3 Receivers Susceptible to EMF/EMI/RF Interference Effects on page 3.5-6 of the Draft Supplemental EIR/EIS, the following changes were made: ~~San Joaquin Community Hospital~~ ~~Adventist Bakersfield Medical Center Campus~~.

In the last paragraph of Section 3.5.3.3 Receivers Susceptible to EMF/EMI/RF Interference Effects on page 3.5-6 of the Draft Supplemental EIR/EIS, the following changes were made: ~~4,000~~500.

On page 3.5-7, Figure 3.5-1 Proximity of the ~~San Joaquin Community Hospital~~ ~~Adventist Health Bakersfield Medical Center Campus~~ to the F-B LGA had changed GIS pathways.

On page 3.5-7 of the Draft Supplemental EIR/EIS, the following changes were made to the title of Figure 3.5-1: ~~Proximity of the San Joaquin Community Hospital~~ ~~Adventist Health Bakersfield Medical Center Campus~~ to the F-B LGA.

In Section 3.5.6.2 Mitigation Measures Specific to F-B LGA on page 3.5-13 of the Draft Supplemental EIR/EIS, the following changes were made: ~~4,000~~500.

16.3.8 Section 3.6

On page 3.6-6 of the Draft Supplemental EIR/EIS, a sub-row was added to the Water Supply row of Table 3.6 1 Study Area Utility and Energy Providers. Under the Provider column, ~~U.S. Bureau of Reclamation~~ was added, and under the Jurisdiction column, ~~Kern County (Shafter)~~ was added.

16.3.9 Section 3.7

On page 3.7-3 of the Draft Supplemental EIR/EIS, text in Table 3.7 1 Federal Laws and Regulations was changed to add the following text to the Compliance Action column of the Endangered Species Act of 1973 (federal ESA) (~~16~~ U.S.C. ~~1531~~ et seq.) row:

The F-B LGA was not included in either the April 1, 2014 or July 28, 2017 Biological Opinions, so, in May 2018, the Authority, on behalf of the FRA, requested reinitiation of formal consultation with the USFWS and was issued a Biological Opinion Amendment for the Fresno to Bakersfield Section in July 2018 (USFWS 2018). The Biological Opinion Amendment incorporates the F-B LGA into the overall Fresno to Bakersfield Section Biological Opinion (08ESMF00-2012-F-0247). ~~However, the Authority and FRA have determined that the F-B LGA is consistent with findings in both Biological Opinions. The~~ Consistent with the 2018 Biological Opinion Amendment, the

Authority will require the Design/Build contractor to implement the conservation measures identified in both the 2014 and 2017 Biological Opinions.

On page 3.7-17 of the Draft Supplemental EIR/EIS, the following changes were made to the sixth paragraph in Section 3.7.3.1: ~~Forty-seven-eight~~ special-status wildlife species were determined to have a low, moderate, or high potential of occurring within the Habitat Study Area for the May 2014 Project.

On page 3.7-17 of the Draft Supplemental EIR/EIS, the following changes were made to the sixth paragraph in Section 3.7.3.1: Special-status wildlife species that may be affected by the May 2014 Project include: Kern brook lamprey; western spadefoot; coast horned lizard; ~~blunt-nosed leopard lizard~~; burrowing owl, Swainson's hawk, and other raptors; Buena Vista Lake ornate shrew; San Joaquin kit fox; Tipton kangaroo rat; and special-status bats.

On page 3.7-19, **Figure 3.7-2 Soils and Watersheds** had changed GIS pathways.

On page 3.7-23, **Figure 3.7-3 Wildlife Habitat Type** had changed GIS pathways.

On page 3.7-30 of the Draft Supplemental EIR/EIS, the following changes were made to Table 3.7-10 Special-Status Wildlife Species with Potential to Occur in the Habitat Study Area:

Blunt-nosed leopard lizard	<i>Gambelia sila</i>	FE	SE/FP	Potential to occur: No blunt-nosed leopard lizard were observed during 2015 field surveys; however, the Habitat Study Area lies within the species' known range, and several CNDDDB records have been reported within a 10-mile radius. Suitable habitat is limited to the annual grassland along the Kern River corridor. There is no potential for this species to occur outside of the Kern River corridor, as potentially suitable land cover is limited in area, discontinuous, and consists primarily of maintained right-of-ways and vacant lots in urban and agricultural areas.
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On page 3.7-37, **Figure 3.7-4 CNDDDB Special-Status Plant Communities** had changed GIS pathways.

On page 3.7-38, **Figure 3.7-5 CNDDDB Special-Status Plant Species** had changed GIS pathways.

On page 3.7-39, **Figure 3.7-6 CNDDDB Special-Status Wildlife Species: Amphibians, Fish, Invertebrates, and Reptiles** had changed GIS pathways.

On page 3.7-40, **Figure 3.7-7 CNDDDB Special-Status Wildlife Species: Birds** had changed GIS pathways.

On page 3.7-41, **Figure 3.7-8 CNDDDB Special-Status Wildlife Species: Mammals** had changed GIS pathways.

On page 3.7-42, **Figure 3.7-9 Special-Status Plant Species and Special-Status Plant Communities Survey Results** had changed GIS pathways.

In the first paragraph on page 3.7-53 of the Draft Supplemental EIR/EIS, the following changes were made: ~~typically~~ **always**.

On page 3.7-55, **Figure 3.7-10 Jurisdictional Waters Delineation Results** had changed GIS pathways.

On page 3.7-61 of the Draft Supplemental EIR/EIS, the following changes were made to the second paragraph of the subsection Recovery Plans for Federally Listed Species under the Subsection Conservation Areas in Section 3.7.3.2: This recovery plan covers 41 federally listed species, candidate species, and species of concern. The following ~~44-12~~ species that are covered by the recovery plan were evaluated for their potential to occur within the F-B LGA Habitat Study Area: California jewelflower, Kern mallow, San Joaquin woolly-threads, Bakersfield cactus, lesser saltscare, Bakersfield smallscale, Munz's tidy-tips, Tipton kangaroo rat, ~~blunt-nosed leopard lizard~~, San Joaquin kit fox, Tulare grasshopper mouse, and Le Conte's thrasher.

On page 3.7-61 of the Draft Supplemental EIR/EIS, the following changes were made to the second paragraph of the subsection Metropolitan Bakersfield Habitat Conservation Plan under the Subsection Conservation Areas in Section 3.7.3.2: The MBHCP covers 23 state and federally listed species, candidate species, and species of concern. The following 40 ~~11~~ species that are covered by the MBHCP were evaluated for their potential to occur within the F-B LGA Habitat Study Area: Bakersfield cactus, Bakersfield saltbush, Kern mallow, Hoover's woolly-star, California jewelflower, slough thistle, San Joaquin woolly-threads, blunt-nosed leopard lizard, San Joaquin kit fox, Tipton kangaroo rat, and Tulare grasshopper mouse.

On page 3.7-61 of the Draft Supplemental EIR/EIS, the following changes were made to the second paragraph of the subsection Pacific Gas and Electric Company San Joaquin Valley Operations and Maintenance Habitat Conservation Plan under the Subsection Conservation Areas in Section 3.7.3.2: The Pacific Gas and Electric Company HCP covers 65 special-status plant and animal species. The following 47 ~~18~~ species that are covered by this HCP were evaluated for their potential to occur within the F-B LGA Habitat Study Area: Bakersfield smallscale, California jewelflower, Kern mallow, San Joaquin woolly-threads, Bakersfield cactus, lesser saltscale, slough thistle, king's gold, Swainson's hawk, white-tailed kite, golden eagle, bald eagle, Tipton kangaroo rat, Nelson's antelope squirrel, blunt-nosed leopard lizard, San Joaquin kit fox, western burrowing owl, and tricolored blackbird.

On page 3.7-62 of the Draft Supplemental EIR/EIS, the following changes were made to the second paragraph of the subsection First Public Draft – Kern County Valley Floor Habitat Conservation Plan under the Subsection Conservation Areas in Section 3.7.3.2: The VFHCP covers 25 special-status plant and animal species. The following species that are covered by the VFHCP were evaluated for their potential to occur within the F-B LGA: heartscale, Bakersfield smallscale, California jewelflower, slough thistle, Kern mallow, Hoover's woolly-star, San Joaquin woolly-threads, Bakersfield cactus, San Joaquin whipsnake, Le Conte's thrasher, Nelson's antelope squirrel, blunt-nosed leopard lizard, Tipton kangaroo rat, San Joaquin kit fox, and American badger.

On page 3.7-63, Figure 3.7-11 Protected Trees Survey Results had changed GIS pathways.

On page 3.7-71, Figure 3.7-12 Kern River Corridor had changed GIS pathways.

On page 3.7-73 of the Draft Supplemental EIR/EIS, the following change was made to the first paragraph of subsection Special-Status Wildlife Species in Section 3.7.3.2: Twenty-eight ~~nine~~ special-status wildlife species are known to occur within the Habitat Study Area and could be adversely affected by the May 2014 Project.

On page 3.7-78 of the Draft Supplemental EIR/EIS, the following row was added to Table 3.7 7 Direct Impacts on Special-Status Wildlife Species:

Blunt-nosed leopard lizard (<i>Gambelia silia</i>) FE, SE/FP	AGS (Bakersfield/Kern River)	Permanent	3.62
		Temporary	5.32

On page 3.7-80 of the Draft Supplemental EIR/EIS, the following changes were made to the subsection Reptiles of Section 3.7.3.2: The F-B LGA contains suitable habitat (e.g., unsurveyed annual grassland) for special-status reptiles, including coast horned lizard, San Joaquin whipsnake, silvery legless lizard, blunt-nosed leopard lizard, and western pond turtle (Table 3.7-7).

In the first paragraph on page 3.7-86 of the Draft Supplemental EIR/EIS, the word “further” was added to the following sentence: Wherever suitable lands are modified or degraded during construction, special-status plant species are unlikely to reoccur and operational activities that require maintenance of the railway are unlikely to result in further direct effects to special-status plant species.

After the fourth paragraph on page 3.7-86 of the Draft Supplemental EIR/EIS, the following text was added:

As described above, the F-B LGA would result in direct and indirect effects on special-status plant species. Therefore, prior to the implementation of mitigation measures, the project would result in a significant impact under CEQA.

In the last paragraph on page 3.7-86 of the Draft Supplemental EIR/EIS, the words “herbicide application” was added to the following sentence: If operations and maintenance activities occur where any special-status wildlife species re-colonizes, potential direct effects may occur where maintenance-associated ground disturbance, herbicide application, clearing, or grubbing are required.

In the first paragraph on page 3.7-87 of the Draft Supplemental EIR/EIS, the word “further” was added to the following sentence: Because potentially suitable habitat will be converted and made unsuitable during construction, operational activities that require maintenance of the railway are not expected to result in further indirect effects to special-status wildlife species.

After the second paragraph on page 3.7-87 of the Draft Supplemental EIR/EIS, the following text was added:

As described above, the F-B LGA would result in direct and indirect effects on special-status wildlife species. Therefore, prior to the implementation of mitigation measures, the project would result in a significant impact under CEQA.

In the third paragraph on page 3.7-87 of the Draft Supplemental EIR/EIS, the word “further” was added to the following sentence: Wherever suitable lands are modified or degraded during construction, special-status plant communities are unlikely to reoccur and operational activities that require maintenance of the railway are unlikely to result in further direct effects to special-status plant communities. In the fourth paragraph on page 3.7-87 of the Draft Supplemental EIR/EIS, the following changes were made:

Permanent indirect impacts on special-status plant communities outside of the project footprint would include fragmentation and introduction of nonnative, invasive plant species. These changes would result in decreased viability and gradual loss of special-status plant communities. However, because special-status plant communities in the operations area will be converted and made unsuitable during construction, operational activities that require maintenance of the railway are not expected to result in further indirect effects to special-status plant communities outside the project footprint.

As described above, the F-B LGA would result in project effects on special-status plant communities. Therefore, prior to the implementation of mitigation measures, the project would result in a significant impact under CEQA.

After the sixth paragraph on page 3.7-87 of the Draft Supplemental EIR/EIS, the following text was added:

As described above, the F-B LGA would result in direct and indirect effects on jurisdictional waters. Therefore, prior to the implementation of mitigation measures, the project would result in a significant impact under CEQA.

The following text was added to the last paragraph on page 3.7-87 of the Draft Supplemental EIR/EIS:

Project direct impacts on the *Recovery Plan for Upland Species of the San Joaquin Valley, California* plan area include the creation of permanent partial barriers to special-status species, the loss or degradation of special-status plant and wildlife species, and the loss or degradation of the lands that could support or provide habitat for these species.

The following text was added after the last paragraph on page 3.7-87 of the Draft Supplemental EIR/EIS:

As described above, the F-B LGA would result in project effects on conservation areas. Therefore, prior to the implementation of mitigation measures, the project would result in a significant impact under CEQA.

The following text was added after the first paragraph on page 3.7-88 of the Draft Supplemental EIR/EIS:

Therefore, prior to the implementation of mitigation measures, the project would result in a significant impact under CEQA.

The following text was added after the third paragraph on page 3.7-88 of the Draft Supplemental EIR/EIS:

As described above, the F-B LGA would result in direct and indirect effects on wildlife movement corridors. Therefore, prior to the implementation of mitigation measures, the project would result in a significant impact under CEQA.

On page 3.7-90 of the Draft Supplemental EIR/EIS, the following rows were added to Table 3.7 12 Mitigation Measures Applicable to the F-B LGA:

BIO-MM#26	Conduct Protocol-Level Surveys for Blunt-Nosed Leopard Lizard
BIO-MM#27	Phased Preconstruction Surveys for Blunt-Nosed Leopard Lizard
BIO-MM#28	Blunt-Nosed Leopard Lizard Avoidance
BIO-MM#57	Compensate for Impacts on Blunt-Nosed Leopard Lizard, Tipton Kangaroo Rat, and Nelson's Antelope Squirrel

On page 3.7-91 of the Draft Supplemental EIR/EIS, the following rows were deleted from Table 3.7 13 Mitigation Measures Partially or Not Applicable to the F-B LGA

BIO-MM#57	Compensate for Impacts on Blunt-Nosed Leopard Lizard, Tipton Kangaroo Rat, and Nelson's Antelope Squirrel	This measure is applicable to the F-B LGA, except for the portion of the measure specific to blunt-nosed leopard lizard, as no suitable habitat for this species is present in the habitat study area; therefore, the F-B LGA would not affect this species.
BIO-MM#26	Conduct Protocol-Level Surveys for Blunt-Nosed Leopard Lizard	This measure is not applicable to the F-B LGA as no suitable habitat for blunt-nosed leopard lizard is present in the habitat study area; therefore, the F-B LGA would not affect this species.
BIO-MM#27	Phased Preconstruction Surveys for Blunt-Nosed Leopard Lizard	This measure is not applicable to the F-B LGA as no suitable habitat for blunt-nosed leopard lizard is present in the habitat study area; therefore, the F-B LGA would not affect this species.
BIO-MM#28	Blunt-Nosed Leopard Lizard Avoidance	This measure is not applicable to F-B LGA as no suitable habitat for blunt-nosed leopard lizard is present in the habitat study area; therefore, the F-B LGA would not affect this species.

In the third full paragraph on page 3.7-93 of the Draft Supplemental EIR/EIS, the following text was added:

Also subsequent to publication of the Draft Supplemental EIR/EIS, in May 2018, the Authority, on behalf of the FRA, requested reinitiation of formal consultation with the USFWS and was issued a Biological Opinion Amendment for the Fresno to Bakersfield Section in July 2018 (USFWS 2018). The Biological Opinion Amendment incorporates the F-B LGA into the overall Fresno to Bakersfield Section Biological Opinion (08ESMF00-2012-F-0247). The 2018 Biological Opinion Amendment does not reflect any changes to the conservation measures applicable to the F-B LGA; therefore, as discussed in Table 3.7-1 of the Draft Supplemental EIR/EIS, the conservation

measures identified in the 2014 and 2017 Biological Opinions would still apply to the F-B LGA. The USFWS's Biological Opinion Amendment determined that construction of the F-B LGA was not likely to jeopardize listed species or result in the destruction or adverse modification of critical habitat.

On page 3.7-95 of the Draft Supplemental EIR/EIS, the text "Bio #1 and #5" was added to the following subsection: **BIO #1 and #5: Special-Status Plant Species.**

On page 3.7-95 of the Draft Supplemental EIR/EIS, the text "Bio #2 and #6" was added to the following subsection: **BIO #2 and #6: Special-Status Wildlife Species**

On page 3.7-95 of the Draft Supplemental EIR/EIS, the following change was made under subsection **BIO #2 and #6: Special-Status Wildlife Species:**

BIO-MM#1 through 15, 22 through 23, ~~24-26~~ through 38, 40 through 46, 51 through 52, 57 through 62, and 65 through 67

On page 3.7-96 of the Draft Supplemental EIR/EIS, the text "Bio #3 and #7" was added to the following subsection: **BIO #3 and #7: Habitats of Concern**

On page 3.7-96 of the Draft Supplemental EIR/EIS, the text "Bio #4 and #8" was added to the following subsection: **BIO #4 and #8: Wildlife Movement**

16.3.10 Section 3.8

On page 3.8-7, **Figure 3.8-1 Regional Hydrologic Setting** had changed GIS pathways.

On page 3.8-13, **Figure 3.8-2 Surface Waters and Floodplain** had changed GIS pathways.

On page 3.8-17, **Figure 3.8-3 Water Districts – Federal and State** had changed GIS pathways.

On page 3.8-18, **Figure 3.8-4 Water Districts – Private** had changed GIS pathways.

On page 3.8-23, **Figure 3.8-5 Groundwater Basins** had changed GIS pathways.

Under Construction Period Impacts in Section 3.8.4.2 Fresno to Bakersfield Locally Generated Alternative on page 3.8-29 of the Draft Supplemental EIR/EIS, the following changes were made: **Fresno to Bakersfield Project Section.**

In the first paragraph on page 3.8-31 of the Draft Supplemental EIR/EIS, the following changes were made: In addition, if there is an accidental spill or release during construction, hazardous waste and materials could contaminate stormwater runoff, impacting water quality. As discussed in Section 3.10, Hazardous Materials and Wastes, the F-B LGA would be required to comply with the spill prevention, containment, and countermeasures control (SPCC) plan, which identifies BMPs for spill and release prevention and provides procedures and responsibility to clean up and dispose of spills or releases that could impact water quality during construction. Therefore, through adherence to the requirements of ~~the Construction General Permit, as required by~~ Avoidance and Minimization Measures **HYD-AM #3 and HMW IAMM#7**, and implementation of cofferdams for in-water work, effects from construction on surface water quality would be less than significant under CEQA because erosion would be minimized and pollutants of concern in stormwater runoff, including hazardous materials and waste, would be reduced. This avoidance and minimization measures would be incorporated into the design of the project.

In the first paragraph on page 3.8-32 of the Draft Supplemental EIR/EIS, the following text was added: In addition, if there is an accidental spill or release during construction, hazardous waste and materials could contaminate stormwater runoff and infiltrate into the groundwater basin. As discussed in Section 3.10, Hazardous Materials and Wastes and in compliance with the SPCC plan, BMPs for spill and release prevention and procedures for cleaning up and disposing of spills would be implemented at construction sites to reduce the potential for construction-related hazardous waste and materials to infiltrate into the groundwater basin, as required by Avoidance and Minimization Measure **HMW IAMM#7**.

In the first paragraph of Section 3.8.5.1 Avoidance and Minimization Measures on page 3.8-40 of the Draft Supplemental EIR/EIS, the following text was added: All of the avoidance and minimization measures (referred to as project design features in Section 3.8.6 of the Fresno to Bakersfield Section Final EIR/EIS) are applicable to the F-B LGA, in addition to Avoidance and Minimization Measure HWM IAMM#7, Spill Prevention, from Section 3.10, Hazardous Materials and Waste of the Draft Supplemental EIR/EIS.

16.3.11 Section 3.9

On Page 3.9-4 of the Draft Supplemental EIR/EIS, the following text was added to the end of Section 3.9.2.2 California Environmental Quality Act Significance Criteria:

For the purposes of this report, the F-B LGA would result in a significant impact on paleontological resources if it would:

- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature

On Page 3.9-37 of the Draft Supplemental EIR/EIS, under Paleontological Resources in Section 3.9.6.2 Mitigation Measures Specific to the F-B LGA, the following changes were made:

With the implementation of Mitigation Measures CUL-MM #16 through CUL-MM #18, and discussed in the preceding impact analysis, adverse effects associated with disturbance of paleontological resources during project construction would be mitigated by ensuring appropriate monitoring and cessation of ground-disturbing activities, as needed, to avoid destruction of paleontological resources. These mitigation measures identify responsible parties for each project phase (pre-construction, and construction) to ensure that the requirements are appropriately implemented. There are no further applicable mitigation measures for impacts to paleontological resources resulting specifically from the F-B LGA.

16.3.12 Section 3.10

There were no changes to Section 3.10 aside from the global changes described in Section 16.2 of this Chapter.

16.3.13 Section 3.11

On page 3.11-7, Figure 3.11-3 Shafter Area: Safety and Security Existing Conditions had changed GIS pathways.

In the first paragraph under Emergency Medical Services on page 3.11-9 of the Draft Supplemental EIR/EIS, the following bullet point was removed:

- ~~Mercy Southwest Hospital~~

In the first paragraph under Emergency Medical Services on page 3.11-9 of the Draft Supplemental EIR/EIS, the following changes were made:

- ~~Adventist Health Bakersfield Medical Center Campus~~ ~~San Joaquin Community Hospital~~

In the fourth paragraph on page 3.11-11 of the Draft Supplemental EIR/EIS, the following changes were made: ~~does not contain~~.

In the first row of Table 3.11 2 Airports, Airstrips, and Heliports within 2 Miles of the F-B LGA Centerline on page 3.11-11 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Adventist Health Bakersfield Medical Center Campus~~ ~~San Joaquin Community Hospital~~

On page 3.11-15, Figure 3.11-4 Location of Tall Structures and High Risk Facilities along the May 2014 Project and F-B Alignments had changed GIS pathways.

On page 3.11-27 in the first paragraph under Impact S&S #9 – Increased Response Times for Fire, Rescue, and Emergency Services Associated with Access to Elevated Track of the Draft Supplemental EIR/EIS, the following changes were made: ~~65~~ **73**.

On page 3.11-28 at the end of the last paragraph under Impact S&S #10 – Need for Expansion of Existing Fire, Rescue, and Emergency Services Facilities, the following changes were made:

~~However, s~~Similar to the May 2014 Project, the impact on emergency response due to the increase in population under the F-B LGA would be significant under CEQA. However, with implementation of Mitigation Measure S&S MM #1, impacts would be less than significant under CEQA.

On page 3.11-28 in the first paragraph under Impact S&S #11 – Accident Risks to Airports, Private Airstrips, and Heliports, the following changes were made: ~~Adventist Health Bakersfield Medical Center Campus~~San Joaquin Community Hospital.

16.3.14 Section 3.12

On page 3.12-10, Figure 3.12-2 Fresno to Bakersfield Locally Generated Alternative and Alternative Alignments was revised to remove all alignments aside from the F-B LGA and May 2014 Project alignments.

In the first paragraph under Kern County on page 3.12-21 of the Draft Supplemental EIR/EIS, the parenthetical insertion “[in the number of housing units]” was added to the following sentence: Between 2000 and 2013, the number of housing units in Kern County increased by 23.5 percent, slightly more than the region’s 20.1 percent increase [in the number of housing units].

On page 3.12-44 of the Draft Supplemental EIR/EIS, at the end of the third paragraph under Impact SO #2 – Construction Effects on Children’s Health and Safety, the following sentence was removed:

~~Therefore, effects to children’s health resulting from construction-related air emissions would be less than significant under CEQA.~~

On page 3.12-44 of the Draft Supplemental EIR/EIS, at the end of the fourth paragraph under Impact SO #2 – Construction Effects on Children’s Health and Safety, the following sentence was removed:

~~Therefore, effects to children’s health, as they relate to school access, would be less than significant under CEQA.~~

On page 3.12-44 of the Draft Supplemental EIR/EIS, at the end of the fifth paragraph under Impact SO #2 – Construction Effects on Children’s Health and Safety, the following sentence was removed:

~~Therefore, effects to children’s health, as they relate to the transport, use, and disposal of hazardous materials during construction, would be less than significant under CEQA.~~

In the last sentence of the first paragraph under Impact SO #3 – Construction-Related Property Tax Revenue Reductions on page 3.12-44 of the Draft Supplemental EIR/EIS, the following change was made: Impact SO #4217 – Operation-Related Property and Sales Tax Revenue Effects.

In the last sentence of the second paragraph under Impact SO #3 – Construction-Related Property Tax Revenue Reductions on page 3.12-44 of the Draft Supplemental EIR/EIS, the following change was made: Impact SO #4415 – Changes in School District Funding and School Access.

In the last sentence of the final paragraph under Impact SO #6 – Disruption to Community Cohesion or Division of Existing Communities from Project Operation on page 3.12-50 of the Draft Supplemental EIR/EIS, the following changes were made:

The F-B LGA would have potentially significant impacts. Implementation of measures SO-MM#1, SO-MM#3, and SO-MM#5 would mitigate any impacts to ~~Therefore, these impacts would be less than significant under CEQA.~~

In the last sentence of the final paragraph under Impact SO #7 – Effects to the Regional Agricultural Community on page 3.12-51 of the Draft Supplemental EIR/EIS, the following changes were made:

~~This impact would be less than significant under CEQA.~~ Regardless, the F-B LGA could have potentially significant impacts. Implementation of measure SO-MM#4 would mitigate any impacts to less than significant under CEQA.

In the second full paragraph on page 3.12-59 of the Draft Supplemental EIR/EIS under Impact SO #12 – Displacement of Community Facilities, the following text was added: The implementation of mitigation measure SO-MM #3 would reduce potential impacts associated with displacement of community facilities to less than significant under CEQA.

In the first paragraph on page 3.12-64 of the Draft Supplemental EIR/EIS, under section 3.12.6.1 Mitigation Measures Identified in the Fresno to Bakersfield Section Final EIR/EIS, the following text was added: impacts SO #6 and.

In the first paragraph on page 3.12-64 of the Draft Supplemental EIR/EIS, under section 3.12.6.2 Mitigation Measures Specific to F-B LGA, the text “disruptions to community cohesion,” was added to the following paragraph:

With the implementation of Mitigation Measures SO-MM#4 and SO-MM#5, described above, adverse effects associated with split agricultural parcels, disruption to rural agricultural communities, disruptions to community cohesion, and physical deterioration of community facilities would be mitigated by providing undercrossings/overcrossings to maintain access for affected farmers and lessen the aesthetics impacts of the introduction of new structures associated with the F-B LGA.

In the second paragraph on page 3.12-64 of the Draft Supplemental EIR/EIS, under section 3.12.6.2 Mitigation Measures Specific to F-B LGA, the text “disruptions to community cohesion,” was added to the following paragraph

In addition, to ensure appropriate mitigation for displaced residences in agricultural areas, disruptions to community cohesion, and impacts to community facilities, Mitigation Measures SO-MM#1 and SO-MM#3 in Table 3.12-30 would also be implemented. These mitigation measure were previously approved as described in the *Fresno to Bakersfield Section Mitigation and Monitoring Enforcement Plan* (Authority and FRA 2014: 1-50), but have been revised for applicability to resources affected by the F-B LGA.

In the second paragraph on page 3.12-65 of the Draft Supplemental EIR/EIS, the following changes were made: Mitigation Measure SO-MM #3 addresses disruption to and physical deterioration of community facilities, including the Bakersfield Homeless Center and the Mercado Latino Tianguis, during construction and operation of the F-B LGA (Impacts SO #6, SO #12, and SO #18).

16.3.15 Section 3.13

On page 3.13-5, of the Draft Supplemental EIR/EIS, the following sentence was added to the fourth paragraph of Section 3.13.3.2: The alignment would require the conversion of the Bakersfield Homeless Center.

On page 3.13-9 of the Draft Supplemental EIR/EIS, the following row was added to Table 3.13-1 Planned Development in the F-B LGA Station Site Study Area:

Golden Empire Transit District Facility	1830 Golden State Avenue	0.0	M-1
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In the last paragraph on page 3.13-10 of the Draft Supplemental EIR/EIS, the following in-text citation was added: (California Supreme Court Case No. 34-2014-80001866: *City of Bakersfield v. California High-Speed Rail Authority* 2014).

In the last paragraph on page 3.13-15 of the Draft Supplemental EIR/EIS, the following text was added to the first bullet point: The Bus Rapid Transit project is a Golden Empire Transit project.

On page 3.13-17, Figure 3.13-3 Station Connectivity – Bakersfield F Street Station had changed GIS pathways.

16.3.16 Section 3.14

On page 3.14-22 of the Draft Supplemental EIR/EIS, under Impact AG #5 – Effects on Agricultural Land from Parcel Severance, the clause “from placement of the HSR infrastructure” was added to the following sentence:

In addition to conversion of Important Farmland from placement of the HSR infrastructure, the Fresno to Bakersfield Section Final EIR/EIS also considered whether parcel severance would lead to further conversion of Important Farmland (Authority and FRA 2014a: pages 3.14-50 and 3.14-51).

On page 3.14-29 of the Draft Supplemental EIR/EIS, the following text from the end of the first paragraph under Impact AG #5 – Effects on Agricultural Land from Parcel Severance on page 3.14-30, and from the end of the second paragraph under Impact AG #5 – Effects on Agricultural Land from Parcel Severance on page 3.14-31 was relocated to follow the second paragraph under Impact AG #4 – Permanent Conversion of Agricultural Land to Nonagricultural Use:

In addition to direct impacts from the project footprint, as described above, indirect impacts also occur to Important Farmland within a 25-foot-wide area adjacent to permanently fenced HSR infrastructure. The F-B LGA would result in indirect impacts to 69 acres of Important Farmland inside this 25-foot area adjacent to permanently fenced HSR infrastructure. Mitigation Measure AG-MM#2 would apply for indirect impacts to Important Farmland within a 25-foot-wide area adjacent to permanently fenced HSR infrastructure, but only to the extent that such acreage is not otherwise subject to mitigation under AG-MM#1. The Authority will fund the purchase of agricultural conservation easements from willing sellers through the California Farmland Conservancy Program at a ratio of not less than 0.5:1 for Important Farmland. With the implementation of Mitigation Measure AG-MM#2, adverse effects associated with the conversion of Important Farmland would be mitigated to the extent feasible.

On page 3.14-31 of the Draft Supplemental EIR/EIS, the following text was added to the beginning of the third paragraph under Impact AG #5 – Effects on Agricultural Land from Parcel Severance:

Size was not the only factor used to determine if remainder parcels would be at risk for permanent conversion to a nonagricultural use.

On page 3.14-32 of the Draft Supplemental EIR/EIS, the following changes were made to the last paragraph under Impact AG #5 – Effects on Agricultural Land from Parcel Severance:

As stated in the impact discussion, above, the provision of regular crossings in the F-B LGA project design would not result in increased travel to reach a severed parcel across the HSR right-of-way. Existing travel widths would be maintained and vertical distance of grade-separated crossings would adequately accommodate equipment movement and would not result in the permanent conversion of more Important Farmland for accommodating movement of agricultural equipment (Authority 2012c). considering that agricultural land in the San Joaquin Valley is among the most valuable in the United States, it is anticipated that while parcel ownership may change to due to severance, the larger remnant parcels would remain in agricultural use. Therefore, this impact would have a less than significant impact under CEQA.

On page 3.14-32 of the Draft Supplemental EIR/EIS, the following text was added to the last paragraph under Impact AG #6 – Effects on Land under Williamson Act, Farmland Security Zone Contracts, or Local Zoning:

While AG#6 would remove the temporary protection provided by Williamson Act contracts from 114 acres of land, and potentially more if the three parcels identified in Table 3.14-13 are

potentially no longer eligible for Williamson Act contracts because they do not meet the 20-acre minimum, implementation of Mitigation Measure AG-MM#1 would permanently protect substantially more Important Farmland from conversion to a non-agricultural use. Based on the magnitude of permanently preserved acres of Important Farmland under AG-MM#1 relative to the number of acres that potentially could lose Williamson Act contract tax benefits, this impact is substantially lessened and reduced to a less-than-significant level by implementation of AG-MM#1.

On page 3.14-40 of the Draft Supplemental EIR/EIS, the following changes were made to the first paragraph under 3.14.6.2 Mitigation Measures Specific to F-B LGA:

Mitigation measure AG-MM#2 is new and would apply to the F-B LGA for indirect impacts ~~to~~ resulting from permanent conversion of agricultural lands adjacent to permanently fenced HSR infrastructure.

On page 3.14-40 of the Draft Supplemental EIR/EIS, the following changes were made to the second paragraph under 3.14.6.2 Mitigation Measures Specific to F-B LGA:

With implementation of Mitigation Measures AG-MM#1 and AG-MM#2 (Table 3.14-14), adverse effects associated with the permanent conversion of Important Farmland would be mitigated to the extent feasible. These mitigation measures identify the responsible party (Authority) to ensure that the measures are appropriately implemented. The mitigation measures would minimize or avoid significant adverse agricultural impacts to the extent feasible. However, adverse impacts to agricultural resources related to the permanent conversion of Important Farmland, in the context of the regional agricultural setting where the permanent loss of any agricultural land is significant, would remain significant under CEQA after implementation of mitigation.

16.3.17 Section 3.15

On page 3.15-9 of the Draft Supplemental EIR/EIS, the following changes were made to Table 3.15-1 Parks, Recreation, and Open Space Resources within 1,000 feet of the F-B LGA Centerline¹:

Resource Name	Owner	Amenities	Total Size	Amount of Resource in Study Area	Distance from Project Centerline
Town Square	City of Shafter	Grass areas, water fountain, and special events stage.	0.4 acre	0.4 acre (100%)	560 feet
Stringham Park	City of Shafter	Grass areas, playground, picnic tables, and benches.	1.0 acre	0.8 acre (80%)	895 feet
Kirschenmann Park	City of Shafter	Grass areas and baseball field.	5.5 acres	5.3 acres (96%)	480 475 feet
Weill Park	City of Bakersfield	Grass area	1.6 acres	1.6 acres (100%)	0 feet
Kern River Parkway	City of Bakersfield	32-mile linear community park with bike path, pedestrian and equestrian facilities, fishing pond, fitness par course, horseshoe pit, skate park, and picnic tables	1,133.2 1,033.2 acres	96.9 40.2 acres (93.9%)	0 feet
Uplands of the Kern River Parkway Park	City of Bakersfield	Overlook platforms, equestrian trail, and natural walking paths.	23.3 acres	19.7 4.4 acres (85.18.7%)	515 508 feet
Kern County Museum	Kern County Museum Foundation	Includes the Lori Brock Children's Museum, Pioneer Village, and the Kern County Museum	19.5 acres	19.5 9.4 acres (100%)	411 feet

Resource Name	Owner	Amenities	Total Size	Amount of Resource in Study Area	Distance from Project Centerline
Mill Creek Linear Park	City of Bakersfield	Formerly an irrigation canal, Mill Creek Linear Park is now an urban trail that connects the downtown area with a multimodal, waterfront path.	2.1 acres	1.6 acres (75.8%)	256 feet
Riverview Park	North of the River Recreation and Parks District	Community center, gym, gymnastics room, rock climbing gym, baseball field, grass area, disc golf course, basketball court, volleyball court, horseshoe pits, picnic tables, water play area, community learning center	20.0 acres	17.8 acres (89%)	985 feet
Metropolitan Recreation Area	Kern County	Dave Frye Softball Fields, equestrian facilities (Gymkhana) ³ , recreational center, Sam Lynn Ballpark, softball fields, Stramler Picnic Area, and park supervisor's office	65.9 acres	65.9 16.8 acres (25.5%)	490 feet
Joshua Park	City of Bakersfield	Grass area	0.8 acre	0.8 acre (100%)	625 feet
Total within 1,000 feet of Centerline (project study area)²					10 Parks
Total within 300 feet of Project Centerline					2 3 Parks
Total within 100 feet of Project Centerline					2 Parks

Sources: Authority and FRA, 2016; City of Bakersfield, 2007; City of Bakersfield, 2016; City of Bakersfield, 2018; Kern County 2014

¹ The study area for Parks, Recreation, and Open Space includes a 1,000-foot buffer on either side of the project centerline, as well as a 0.5-mile buffer around the MOIF in Shafter and the passenger station in Bakersfield. This table is specific to parks resources within 1,000 feet of the project centerline.

On page 3.15-11 of the Draft Supplemental EIR/EIS, the following changes were made to Table 3.15-11 Parks, Recreation, and Open Space Resources and School District Play Areas and Recreation Facilities in the Study Area for the Bakersfield Station Location¹:

Resource Name	Amenities	Total Size	Amount of Resource in Study Area	Approximate Distance from Station
Parks, Recreation, and Open Space Resources				
Kern River Parkway	32-mile linear community park with bike path, pedestrian and equestrian facilities, fishing pond, fitness par course, horseshoe pit, skate park, and picnic tables	1,033.2 acres	56.4 96.9 acres (5 13.7%)	180 0 feet
Riverview Park	Community center, gym, gymnastics room, rock climbing gym, baseball field, grass area, disc golf course, basketball court, volleyball court, horseshoe pits, picnic tables, water play area, community learning center	20.0 acres	17.8 acres (89%)	1,700 983.2 feet

Resource Name	Amenities	Total Size	Amount of Resource in Study Area	Approximate Distance from Station
Metropolitan Recreation Area	Dave Frye Softball Fields, equestrian facilities (Gymkhana) ³ , recreational center, Sam Lynn Ballpark, Softball Fields, Stramler Picnic Area, and park supervisor's office	65.9 acres	65.9 acres (100%)	140 489 feet
Weill Park	Grass area	1.6 acres	0.25 acre (16%)	2,525 0 feet
Kern County Museum	Lori Brock Children's Museum, Pioneer Village, and the Kern County Museum	19.5 acres	9.7 19.5 acres (50 100%)	400 412 feet
Uplands of the Kern River Parkway Park	Overlook platforms, equestrian trail, and natural walking paths	23.3 acres	19.7 acres (85%)	280 508 feet
School District Play Areas and Recreation Facilities²				
Stella Hills Elementary School	Running track, basketball courts, grass area, playground equipment	10.2 acres	6.0 acres (59%)	1,960 feet

Source: Authority and FRA, 2016; City of Bakersfield, 2016; City of Bakersfield, 2018; Kern County 2014

16.3.18 Section 3.16

In the fourth paragraph on page 3.16-17 of the Draft Supplemental EIR/EIS, the clause “and planned suburban residential development in the Gossamer Grove Specific Plan area located” was added to the following sentence: However, scattered rural residents and planned suburban residential development in the Gossamer Grove Specific Plan area located within the 0.5-mile foreground distance have high visual sensitivity.

In the third paragraph on page 3.16-56 of the Draft Supplemental EIR/EIS, the following text was added: Planned suburban residential development in the Gossamer Grove Specific Plan area also would introduce residents with high viewer sensitivity adjacent to the HSR alignment near Verdugo Lane.

16.3.19 Section 3.17

In the first paragraph on page 3.17-3 of the Draft Supplemental EIR/EIS, the following changes were made: The PA is included in the ~~the~~ Fresno to Bakersfield Section Final EIR/EIS as Appendix 3.17-A.

In the second paragraph on page 3.17-3 of the Draft Supplemental EIR/EIS, the following changes were made: ~~the MOA would be amended to include those properties; and the treatment plans would also be amended to incorporate the agreed-upon changes.~~

In the third paragraph on page 3.17-3 of the Draft Supplemental EIR/EIS, the following changes were made: ~~May 24~~ August 31, 2017. The SHPO concurred with the Supplemental FOE on September 14, 2017. ~~is currently under review by the SHPO.~~ The amended MOA and the amended treatment plans will be finalized before the Record of Decision is signed.

On page 3.17-13, Figure 3.17-1 Historic Properties and Historical Resources Identified in the F-B LGA Area of Potential Effect had changed GIS pathways.

In the second full paragraph on page 3.17-36 of the Draft Supplemental EIR/EIS, the following changes were made: and that the ~~MOA and~~ treatment plans will be amended.

In the second full paragraph on page 3.17-36 of the Draft Supplemental EIR/EIS, the following changes were made: ~~and the MOA will be amended to incorporate treatment to those properties.~~

In the second full paragraph on page 3.17-36 of the Draft Supplemental EIR/EIS, the following text was added: The Section 106 PA stipulates that the treatment plans will be amended should any additional archaeological or built resources be identified that may be adversely affected by the F-B LGA Project section.

In the third full paragraph on page 3.17-36 of the Draft Supplemental EIR/EIS, the following changes were made: ~~MOA treatment plans.~~

In the first paragraph in Section 3.17.5 Avoidance and Minimization Measures on page 3.17-44 of the Draft Supplemental EIR/EIS, the following changes were made: The Fresno to Bakersfield ~~MOA and~~ BETP would be amended, if applicable, to include the treatment of the historic properties identified in the F-B LGA APE.

In the second paragraph on page 3.17-45 of the Draft Supplemental EIR/EIS, the following changes were made: the F-B ~~MOA will be amended, as will the associated treatment plans~~ will be amended.

In the second paragraph in Section 3.17.6.1 Mitigation Measures Identified in the Fresno to Bakersfield Section Final EIR/EIS on page 3.17-46 of the Draft Supplemental EIR/EIS, the following changes were made: If the F-B LGA is selected as the Preferred Alternative, the FRA and Authority would consult with the MOA signatories and concurring parties and amend the ~~MOA~~, ATP and BETP before the start of construction activities that could adversely affect historic properties.

16.3.20 Section 3.18

There were no changes to Section 3.18 aside from the global changes described in Section 16.2 of this Chapter.

16.3.21 Section 3.19

There were no changes to Section 3.19 aside from the global changes described in Section 16.2 of this Chapter.

16.3.22 Chapter 5

On page 5-15 of the Draft Supplemental EIR/EIS, the following text was added: More recently, since ~~December~~ 2014, additional meetings targeted at minority and low-income populations have been held.

On page 5-26 of the Draft Supplemental EIR/EIS, the following text was removed: ~~In addition, Bakersfield High School could be impacted, which is a facility used by the community as a whole, including minority and low-income populations.~~

On page 5-27 of the Draft Supplemental EIR/EIS, the following changes were made: The greatest effects would be experienced at Kern River Parkway, ~~McMurtrey Aquatic Center, and Mill Creek Linear Park and Bakersfield High School recreation facilities~~ in Bakersfield.

On page 5-28 of the Draft Supplemental EIR/EIS, the following changes were made:

Cumulative Impacts

Analysis for cumulative impacts is based on the analysis found in Section 3.19.4.2 of the Final EIR/EIS. Within the study area for the May 2014 Project, there is a high percentage of the population that self-reports as minority and low-income. Construction impacts, such as those as described in Section 3.12.5, Section 3.4.5, and Section 3.16.5 of the Fresno to Bakersfield Section Final EIR/EIS, could result in disproportionately high and adverse impacts on these minority and low-income communities where construction of the HSR project coincides with construction of other past, present and reasonably foreseeable projects, especially in the urbanized areas of Shafter and Bakersfield.

The HSR project in combination with the projects in these cities, such as the reconstruction and widening of roads, the double tracking of the BNSF Railway, and construction of the Centennial

Corridor Project and widening of Rosedale Highway, would exacerbate disproportionate adverse impacts on environmental justice communities.

Much of the populated study area that would be affected by construction period impacts contains environmental justice communities. As a result, the May 2014 Project located near the densely populated urban areas of Shafter and Bakersfield would result in disproportionately high and adverse cumulative effects on these populations.

On page 5-32 of the Draft Supplemental EIR/EIS, the following text was added: Although the May 2014 Project alignment largely follows the BNSF railway,

On page 5-33 of the Draft Supplemental EIR/EIS, the following text was removed: May 2014 Project would displace the Industrial Arts building at Bakersfield High School, which is attended by predominantly minority and low-income students. Further, the May 2014 Project would displace the Bakersfield Homeless Shelter, which serves low-income families, as well as the Mercado, which serves a minority community, and several buildings of the Mercy Hospital medical complex, which has programs dedicated to low-income communities.

On page 5-34 of the Draft Supplemental EIR/EIS, the following changes were made:

Cumulative Impacts

Analysis for cumulative impacts is based on the analysis found in Section 3.19.4.2 of the Final EIR/EIS. Cumulative impacts of the May 2014 Project, such as division of communities, displacements of businesses and residences, and increased noise and traffic levels, would occur primarily in urban areas which are disproportionately minority and low-income. For example, in the cities of Fresno and Bakersfield, construction of the HSR stations would result in an increase in employment in the study area and would have beneficial economic impacts on the community. On the other hand, there are cumulatively considerable noise impacts, and a majority of these impacts would be in urban areas with high concentrations of environmental justice communities, including Shafter and Bakersfield. These environmental justice effects are detailed in Section 3.12.5, Socioeconomics, Communities and Environmental Justice, of the Fresno to Bakersfield Section Final EIR/EIS. Under the cumulative scenario, the impacts to community disruption and division described above occur in several communities with environmental justice populations and could result in disproportionately high and adverse impacts on those populations. These include several roadway widening projects such as Lerdo Highway and 7th Standard Road in the communities of Shafter and Crome. In Bakersfield, the project occurring in areas with environmental justice populations is the Centennial Corridor Project.

On page 5-41 of the Draft Supplemental EIR/EIS, the following changes were made:

Cumulative Impacts

Cumulative construction impacts such as division of communities, displacements of businesses and residences, and increased noise and traffic levels, would occur primarily in urban areas which include disproportionately high minority and low-income communities. Under the cumulative scenario, the impacts to community disruption and division described in this Section occur in several communities with environmental justice populations and could result in cumulatively significant, disproportionately high and adverse impacts to those populations.

Construction impacts, such as those as described in this the Draft Supplemental EIR/EIS in Section 3.12.4, Section 3.4.3, Section 3.16.3, and those discussed above in this Section, could result in disproportionately high and adverse impacts on these minority and low-income communities where construction of the HSR project coincides with construction of other past, present and reasonably foreseeable projects, especially in the urbanized areas of Shafter and Bakersfield. Some of these projects include, but are not limited to, the Hageman Flyover and Rosedale Highway improvements in Bakersfield, the North and West Beltway constructions in Shafter, and various industrial, commercial, and residential projects in both cities.

The HSR project in combination with the projects in these cities, such as the reconstruction and widening of roads, could exacerbate disproportionate adverse impacts on environmental justice

communities. However, project design features and mitigation measures would reduce most of the potential project impacts to minority and low-income populations. Additionally, as discussed in Section 5.6.5, this project would result in benefits which would accrue to minority and low-income populations.

No further mitigation measures are required beyond those approved under the Fresno to Bakersfield Section Final EIR/EIS. For a discussion of the mitigation measures applicable to both the F-B LGA and the May 2014 Project see Chapter 3 of ~~this~~ the Draft Supplemental EIR/EIS.

On page 5-45 of the Draft Supplemental EIR/EIS, the following changes were made:

Cumulative Impacts

Cumulative operational impacts such as division of communities and displacements of businesses and residences would occur primarily in urban areas which include disproportionately high minority and low-income communities. Under the cumulative scenario, the impacts to community disruption and division described in this Section occur in several communities with environmental justice populations and could result in cumulatively significant, disproportionately high and adverse impacts to those populations.

Operation impacts, such as those as described in this Section, could result in disproportionately high and adverse effects on these minority and low-income communities in combination with other past, present and reasonably foreseeable projects, especially in the urbanized areas of Shafter and Bakersfield. However, project design features and mitigation measures would reduce most of the potential project impacts to minority and low-income populations. Additionally, as discussed in Section 5.6.5, this project would result in transportation, employment, and economic benefits which would accrue to minority and low-income populations.

No further mitigation measures are required beyond those approved under the Fresno to Bakersfield Section Final EIR/EIS. For a discussion of the mitigation measures applicable to both the F-B LGA and the May 2014 Project see Chapter 3 of ~~this~~ the Draft Supplemental EIR/EIS.

On page 5-50 of the Draft Supplemental EIR/EIS, the following changes were made to Table 5 3 Environmental Justice Impact Comparison between the May 2014 Project and the Fresno to Bakersfield Locally Generated Alternative: Lesser impacts would occur under the F-B LGA as it would result in permanent conversion of an estimated 819844 acres of land currently in other uses to transportation-related uses compared to the 9767 acres that would be converted by the May 2014 Project. Of these the May 2014 Project would convert approximately 151 acres of land designated for residential uses and 132 acres of land designated for commercial uses; while the F-B LGA would convert only 6 acres of land designated for residential uses and 20 acres of land designated for commercial uses. Additionally, ~~unlike the May 2014 Project~~, the F-B LGA would primarily follow existing transportation corridors and would result largely in the conversion of industrial/commercial uses to transportation. The conversion of land along the alignment to transportation uses would, therefore, not result in incompatible land use effects.

16.3.23 Chapter 6

On page 6-1 of the Draft Supplemental EIR/EIS, the source listed for Table 6-1 Capital Cost of the High-Speed Rail Alternatives was changed in the following way: Source: Authority 2017~~6~~.

On page 6-6 of the Draft Supplemental EIR/EIS, the following parenthetical text was added to the title of Table 6-5: Table 6 5 Annual 2035 Operating and Maintenance Costs Apportioned to the May 2014 Project and F-B LGA (2010 \$millions).

16.3.24 Chapter 7

There were no changes to Chapter 7 aside from the global changes described in Section 16.2 of this Chapter.

16.3.25 Chapter 8

On page 8-3, Figure 8-1 F-B LGA and May 2014 Project had changed GIS pathways.

On page 8-6 of the Draft Supplemental EIR/EIS, the following changes were made: A summary of these activities since 2014 through the publication of ~~this~~ the Draft Supplemental EIR/EIS is provided ~~below~~ in Sections 8.1.1 through 8.1.4 of the Draft Supplemental EIR/EIS.

During the comment period, the Authority and FRA received 286 submissions and 1,068 comments on the Fresno to Bakersfield Section Draft Supplemental EIR/EIS. The comments covered a wide range of issues and represented viewpoints from government agencies, organizations, businesses, residents, and property owners.

Most comments came from individuals in the general public who live, work, or have property interests in the project study area, or from businesses/organizations that operate or reside in the project study area.

A majority of the comments received from the general public supported a station at Truxtun Avenue (associated with the May 2014 Project). However, the City of Bakersfield via comment from its City Manager, expressed support for the F-B LGA and the F Street Station.

On pages 8-7 and 8-8 of the Draft Supplemental EIR/EIS, the following bullet points were added:

- May 17, 2017
- June 21, 2017
- July 19, 2017
- August 16, 2017 (USEPA, USACE, USBR, and STB in attendance)
- November 15, 2017
- January 17, 2018 (USEPA, USACE, USFWS, STB, and State Historic Preservation Office [SHPO] in attendance)
- March 21, 2018 (USEPA, USACE, USBR, CDFW, STB, SWRCB, and SHPO in attendance)

16.3.26 Chapter 9

On page 9-1 of the Draft Supplemental EIR/EIS, the text “Supplemental EIR/EIS and the publication of ~~this~~ the Draft Supplemental EIR/EIS” was added to the following sentence: This Chapter focuses on the extensive public and agency outreach associated with the Fresno to Bakersfield Locally Generated Alternative (F-B LGA) Draft Supplemental EIR/EIS and outreach that has occurred between the conclusion of the comment process for the Draft Supplemental EIR/EIS and the publication of ~~this~~ the Draft Supplemental EIR/EIS.

On page 9-2 of the Draft Supplemental EIR/EIS, the following changes were made: Also per the Settlement Agreement, the Authority has agreed to hold a public workshop at which oral public comments on the Draft Supplemental EIR/EIS would be taken; this meeting ~~would take place~~ occurred at the Marriott Hotel in the City of Bakersfield on December 19, 2017 and ~~would~~ included a court reporter to transcribe any public comments provided.

Starting on page 9-3 of the Draft Supplemental EIR/EIS, the second column of Table 9-1 Public and Agency Meetings was changed in the following ways: Meetings Held from March 2015 to ~~October 2016~~ December 2017.

On page 9-9 of the Draft Supplemental EIR/EIS, the following row was added to Table 9-1 Public and Agency Meetings:

12/19/17	Public Hearing, Bakersfield	Draft Supplemental EIR/EIS
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On page 9-11 of the Draft Supplemental EIR/EIS, the following text was added to Section 9.3.3:

9.3.3.2 USFWS Formal Consultation

Subsequent to publication of the Draft Supplemental EIR/EIS, in May 2018, the Authority, on behalf of the FRA, requested reinitiation of formal consultation with the U.S. Fish and Wildlife

Service (USFWS) and was issued a Biological Opinion Amendment for the Fresno to Bakersfield Section in July 2018 (USFWS 2018). The Biological Opinion Amendment incorporated the F-B LGA into the overall Fresno to Bakersfield Section Biological Opinion (08ESMF00-2012-F-0247). As discussed in Table 3.7-1 of this Final Supplemental EIR/EIS, the conservation measures identified in the 2014 and 2017 Biological Opinions would still apply to the F-B LGA.

16.3.27 Chapter 10

On page 10-1 of the Draft Supplemental EIR/EIS, the following changes were made: (Volumes I-IIIIV).

On page 10-1 of the Draft Supplemental EIR/EIS, the following changes were made: ~~have been~~ were

On page 10-1 of the Draft Supplemental EIR/EIS, the following text was added:

Public agencies that commented on the Draft Supplemental EIR/EIS were sent hard copies of this Final Supplemental EIR.

On page 10-1 of the Draft Supplemental EIR/EIS, the following text was removed:

~~Bakersfield: Kern County Clerk, 1115 Truxtun Avenue, Bakersfield, CA
Phone: (661) 868-3588
Contact: Mary Bedard, County Clerk~~

On page 10-2 of the Draft Supplemental EIR/EIS, the following text was added:

Bakersfield: Kern County Library, Baker Branch, 1400 Baker Street, Bakersfield, CA
Phone: (661) 961-2390
Contact: Melanie Black, Branch Supervisor

On page 10-2 of the Draft Supplemental EIR/EIS, the following text was removed:

~~Allensworth: Allensworth Community Services District, 3336 Road 84, Allensworth, CA
Phone: (661) 849-3894~~

On page 10-2 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Mary~~ ~~Diaz~~ Jennifer Yank

On page 10-2 of the Draft Supplemental EIR/EIS, the following changes were made: ~~300 19th~~ ~~Street~~ 5005 Business Park North

On page 10-2 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Amanda~~ ~~Norman~~ Jeremy Tobias, Chief Assistant to the Executive Director

On page 10-2 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Lisa~~ ~~Gonzalez~~ Sonia Quill, Recreation Community Services Supervisor

On page 10-2 of the Draft Supplemental EIR/EIS, the following text was removed:

~~Bakersfield: Kern County Library, Baker Branch, 1400 Baker Street, Bakersfield, CA
Phone: (661) 861-2390
Contact: Josie Salas, Branch Supervisor~~

~~Bakersfield: Kern County Library, Beale Memorial Library, 701 Truxtun Avenue, Bakersfield, CA
Phone: (661) 868-0701
Contact: Jacob Cairns, Branch Supervisor~~

On page 10-2 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Matt~~ ~~McCoy~~ Kasey Lewis

On page 10-3 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Patty~~ ~~Gortez~~ Dania Gutierrez

On page 10-3 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Wendy~~ ~~Eisenberg~~ Joy Setman-Paz

On page 10-3 of the Draft Supplemental EIR/EIS, the following changes were made: Kevin Tromborg, ~~Assistant~~ Community Development Director

On page 10-3 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Paula Einstein~~ Fahra Noorani

On page 10-3 of the Draft Supplemental EIR/EIS, the following text was removed:

~~Fresno: California High-Speed Rail Authority Regional Central California Office, 2550 Mariposa Mall, Suite 3015, Fresno, CA
Phone: (559) 445-5162
Contact: Cheryl Lehn~~

On page 10-3 of the Draft Supplemental EIR/EIS, the following changes were made: ~~2220~~ 2600 Fresno Street ~~Tulare Street #6~~ Room 3043

On page 10-3 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Penny Hill~~ Terrence Eckman

On page 10-4 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Melody Haigh~~ Darlene Mata

On page 10-4 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Rosemarie Lopes-Horn~~ Heather Keran, Administrative Assistant Principal

On page 10-4 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Sean Aragon~~ Mark Berner

On page 10-5 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Dave Merchen~~ Christopher Boyle, Director Planning Manager

On page 10-5 of the Draft Supplemental EIR/EIS, the following text was removed:

~~Shafter: Kern County Library, Shafter Branch, 236 James Street, Shafter, CA
Phone: (661) 746-2156
Contact: Chelsea Tonnelman, Branch Supervisor~~

On page 10-5 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Rob Hunt~~ Michael Miller, Interim Economic and Community Development Director

On page 10-5 of the Draft Supplemental EIR/EIS, the following changes were made: Tulare Public Library, ~~Tulare Branch~~

On page 10-5 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Mike Drake~~ Darla Wegener, Deputy County Librarian

On page 10-5 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Jim Wheeler~~ Pat Newman

On page 10-6 of the Draft Supplemental EIR/EIS, the following changes were made: ~~David Valenstein~~ Paul Nissenbaum, Environmental Program Manager Associate Administrator for Railroad Policy and Development

On page 10-6 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Joe Stout~~ Jerome Perez

On page 10-6 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Drew Lessard~~ Michael Jackson, Area Manager, ~~Folsom~~ Fresno, CA

On page 10-6 of the Draft Supplemental EIR/EIS, the following text was added: Ben Carson

On page 10-6 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Donald Gaetano~~ John Hamill

On page 10-6 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Donny Hamilton~~ Brandy Hendrickson, Acting Director/Administrator, Program Development, Merced, CA ~~Washington, D.C.~~

On page 10-6 of the Draft Supplemental EIR/EIS, the following text was removed:

~~Federal Railroad Administration, Office of Railroad Policy and Development, Sarah Inderbitzin, Acting Chief Council, Washington, DC~~

On page 10-6 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Office of Planning and Program Development~~ Region 9

On page 10-6 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Kathy Hoxsie~~ Barry Thom, Director/Regional Administrator, Sacramento, CA ~~Portland, OR~~

On page 10-6 of the Draft Supplemental EIR/EIS, the following changes were made: Laura Joss, Regional Director ~~Pacific West Region~~

On page 10-6 of the Draft Supplemental EIR/EIS, the following text was added: ~~Jacque Johnson, Acting California State Executive Director~~

On page 10-6 of the Draft Supplemental EIR/EIS, the following text was removed:

~~U.S. Department of Agriculture, Office of the Secretary, Mike Young, Acting Agricultural Deputy Secretary, Washington, DC~~

On page 10-7 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Rural Development, Tony Rolles~~ Richard Brassfield, Acting State Soil Scientist, State Resource Conservationist/Director,

On page 10-7 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Dr. Grace Bochenek~~ Rick Perry, Acting-Secretary

On page 10-7 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Nancy MacKenzie, Chief~~ Deborah Hysen, Director

On page 10-7 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Juan Mireles~~ Tom Torlakson, Chief, School Facilities and Transportation Services Division ~~State Superintendent of Public Instruction~~

On page 10-7 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Krista Tomlinson~~ Margaret Paul

On page 10-7 of the Draft Supplemental EIR/EIS, the following text was added: Sacramento, CA

On page 10-7 of the Draft Supplemental EIR/EIS, the following changes were made: ~~California Department of Transportation District 6, and~~ Sharri Bender Ehlert, District Director ~~from District 6, Sacramento~~ Fresno, CA

On page 10-8 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Sacramento~~ Mather

On page 10-8 of the Draft Supplemental EIR/EIS, the following changes were made: ~~William Nation~~ Ron Seldon

On page 10-8 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Malkiat Samra~~ Craig Kunzler

On page 10-8 of the Draft Supplemental EIR/EIS, the following text was removed:

~~Governor's Office of Planning and Research, State Clearinghouse, Chris Ganson or Michael McCormick, Senior Planner, Sacramento, CA~~

On page 10-8 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Barbara Boxer~~ Kamala Harris

On page 10-9 of the Draft Supplemental EIR/EIS, the following text was removed:

~~The Honorable Anna Eshoo, 18th Congressional District~~

~~The Honorable Zoe Lofgren, 19th Congressional District~~

~~The Honorable Sam Farr, 20th Congressional District~~

On page 10-9 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Robert M. Hertzberg~~ Tom Berryhill

On page 10-9 of the Draft Supplemental EIR/EIS, the following text was removed: ~~The Honorable David Chiu, 17th Assembly District~~

On page 10-9 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Kansen Chu~~ Jim Patterson, 25th-23th

On page 10-9 of the Draft Supplemental EIR/EIS, the following text was removed:

~~The Honorable Luis Alejo, 30th Assembly District~~

On page 10-9 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Shannon Grove~~ Vince Fong

On page 10-9 of the Draft Supplemental EIR/EIS, the following text was removed:

~~The Honorable Tom Lackey, 36th Assembly District~~

On page 10-10 of the Draft Supplemental EIR/EIS, the following changes were made:

Fresno County

The Honorable Andreas Borgeas

The Honorable Brian Pacheco, ~~Vice Chair~~ Chairman

The Honorable Buddy Mendes, ~~Chairman~~

The Honorable ~~Henry Perea~~ Nathan Magsig

The Honorable ~~Debbie Poochigian~~ Sal Quintero

Kern County

The Honorable David Couch

The Honorable Mick Gleason, ~~Chair~~

The Honorable Mike Maggard

The Honorable Leticia Perez

The Honorable Zack Scrivner, ~~Chairman~~

Kings County

The Honorable Craig Pedersen

The Honorable Richard Fagundes, ~~Vice Chairman~~

The Honorable Joe Neves, ~~Chairman~~

The Honorable Richard Valle

The Honorable Doug Verboon

Tulare County

The Honorable ~~Phillip Cox~~ Amy Shuklian

The Honorable Mike Ennis, ~~Chairman~~

The Honorable ~~Allen Ishida~~ ~~Kuyler Crocker~~, ~~Vice Chairman~~

The Honorable Pete Vander Poel, Chairman

The Honorable Steve Worthley, Vice Chairman

Mayors

The Honorable Mayor ~~Harvey Hall~~ Karen Goh, Bakersfield

The Honorable Mayor ~~Jerry Robertson~~ Raymond Lerma, Corcoran

The Honorable Mayor Cathy Prout, Shafter

The Honorable Mayor ~~David Macedo~~ Carlton Jones, Tulare

The Honorable Mayor ~~Justin Mendes~~ David Ayers, Hanford

The Honorable Mayor ~~Steve Nelson~~ Warren Gubler, Visalia

The Honorable Mayor ~~Ashley Swearingin~~ Lee Brand, Fresno

The Honorable Mayor ~~Cherylee Wegman~~ Tilo Cortez, Jr., Wasco

On page 10-10 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Harold Hanson~~, ~~Vice Mayor~~

On page 10-11 of the Draft Supplemental EIR/EIS, the following changes were made:

The Honorable ~~Terry Maxwell~~ Bruce Freeman

The Honorable Willie Rivera

The Honorable Bob Smith, Vice Mayor

The Honorable Jacquie Sullivan

The Honorable Ken Weir

Corcoran

The Honorable ~~Patricia Nolen~~ Mark Cartwright, Vice Mayor

The Honorable ~~Raymond Lerma~~ Jerry Robertson

The Honorable Sidonio "Sid" Palmerin

The Honorable ~~Jim Wadsworth~~ Jeanette Zamora-Bragg

Fresno

The Honorable Esmerelda Soria

The Honorable ~~Lee Brand~~ Garry Bredefeld

The Honorable Steve Brandau

The Honorable Paul Caprioglio

The Honorable Clint Olivier

The Honorable ~~Sal Quintero~~ Luis Chavez

The Honorable Oliver L. Baines III

Hanford

The Honorable ~~Russ Curry~~ Sue Sorenson

The Honorable Francisco Ramirez, Vice Mayor

The Honorable ~~David Ayers~~ Martin Devine

The Honorable ~~Gary Pannett~~ Justin Mendes

Shafter

The Honorable Gilbert Alvarado

The Honorable ~~Jack “Woody” Colvard~~ Manuel Garcia

The Honorable Eli Espericueta

The Honorable ~~Fran Florez~~ Chad Givens

Tulare

The Honorable Maritsa Castellanoz

The Honorable ~~Shea Gowin~~ Jose Sigala

The Honorable ~~Carlton Jones~~ Greg Nunley

The Honorable ~~Craig Vojvoda, Vice Mayor~~ David Macedo

Visalia

The Honorable Greg Collins

The Honorable ~~Warren Gubler, Vice Mayor~~ Phil Cox

On page 10-12 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Amy Shuklian~~ Steven Nelson

On page 10-12 of the Draft Supplemental EIR/EIS, the following changes were made: ~~File Cortez~~ Cherylee Wegman

On page 10-12 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Carl Joe Hively~~ Alex Garcia

On page 10-12 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Ruben Arroyo~~ Glenn Fankhauser

On page 10-12 of the Draft Supplemental EIR/EIS, the following text was removed:

~~City of Bakersfield, Alan Tandy, City Manager, and Jacquelyn R. Kitchen, Planning Director, Bakersfield, CA~~

~~City of Corcoran, Kindon Meik, City Manager, and Kevin Tromborg, Assistant Community Development Director, Corcoran, CA~~

~~City of Fresno, Bruce Rudd, City Manager, and Jennifer K. Clark Development and Resource Management Director, Fresno, CA~~

~~City of Hanford, Darrel Pyle, City Manager, and Melody Haigh, Community Development Director, Hanford, CA~~

~~City of Shafter, Scott Hurlbert, City Manager, and Wayne Clausen, Planning Director, Shafter, CA~~

~~City of Tulare, Don Dorman, City Manager, and Rob Hunt, Community Development Director, Tulare, CA~~

~~City of Visalia, Mike Olmos, City Manager, and Josh McDonnell, Planning Assistant Director/City Planner, Visalia, CA~~

~~City of Wasco, Dan Allen, City Manager, and Roger Mobley, Planning Director, Wasco, CA~~

On page 10-12 of the Draft Supplemental EIR/EIS, the following changes were made: Steve Ptomey

On page 10-12 of the Draft Supplemental EIR/EIS, the following changes were made: County of Kern Roads Public Works Department, Warren Maxwell, ~~Supervising Engineering Manager~~, Bakersfield, CA

On page 10-12 of the Draft Supplemental EIR/EIS, the following changes were made: Fresno County Administrative Office and Planning Department, ~~John Navarrette~~ Jean M Rousseau, Administrative Officer, and ~~Alan Weaver~~, Public Works and Planning Director, Fresno, CA

On page 10-13 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Larry Powell~~ Jim Yovino

On page 10-13 of the Draft Supplemental EIR/EIS, the following changes were made: ~~John Thompson~~ David Chavez

On page 10-13 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Bob Van Wyk~~ Alan Hofmann

On page 10-13 of the Draft Supplemental EIR/EIS, the following text was removed: ~~Kern County Cemetery District No. 1~~

On page 10-13 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Christine Lizardi Frazier~~ Mary C. Barlow

On page 10-13 of the Draft Supplemental EIR/EIS, the following text was removed: ~~Kern County Roads and Transit Division, Bakersfield, CA~~

On page 10-13 of the Draft Supplemental EIR/EIS, the following text was removed: ~~and Gregory R. Gatzka, Community Development Director,~~

On page 10-13 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Bill Lynch~~ Clay Smith

On page 10-13 of the Draft Supplemental EIR/EIS, the following changes were made: ~~John Anderson~~ Jay Varney

On page 10-13 of the Draft Supplemental EIR/EIS, the following changes were made: Deborah Keenan Mahler

On page 10-13 of the Draft Supplemental EIR/EIS, the following changes were made: Douglas Papagni Eric Fleming, Administrative Officer ~~RMA Director~~

On page 10-14 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Jean Rousseau~~ Michael Spata, County Administrative Officer, and ~~Jake Raper, Jr., Director, Resource Management Agency,~~ Visalia, CA

On page 10-14 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Michael C. Spata~~ Paul Saldana, Assistant Director ~~Planning Branch,~~ Visalia, CA

On page 10-14 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Joe Garcia~~ Charlie Norman

On page 10-14 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Bill Wittman~~ Mike Boudreaux

On page 10-14 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Joseph Boardman~~ Charles W. Moorman IV

On page 10-14 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Joseph McHugh~~ Caroline Decker

On page 10-14 of the Draft Supplemental EIR/EIS, the following text was removed: ~~Bakersfield Cotton Warehouse (Jess Smith & Sons Cotton and Almonds)~~

On page 10-14 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Frances Morgan~~ Richard Holdcraft

On page 10-14 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Juan M. Acosta~~Don P. Maddy

On page 10-14 of the Draft Supplemental EIR/EIS, the following text was removed: ~~California Resources Corporation, Todd A. Stevens, President and CEO, Los Angeles, CA~~

On page 10-14 of the Draft Supplemental EIR/EIS, the following text was removed: ~~California Water Services Company~~

On page 10-14 of the Draft Supplemental EIR/EIS, the following changes were made: ~~George Chilson~~Troy Hightower, ChairPresident, ~~San Francisco~~Bakersfield, CA

On page 10-14 of the Draft Supplemental EIR/EIS, the following text was removed: ~~Downtown Business Association, Bakersfield, CA~~

On page 10-15 of the Draft Supplemental EIR/EIS, the following changes were made: Kern County Farm Bureau, ~~Jeff Rasmussen~~, Beatris Espericueta Sander, PresidentExecutive Director, Bakersfield, CA

On page 10-15 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Aaron Mair~~Kathryn Phillips, PresidentDirector

On page 10-16 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Emmaline Hammond~~Monica Davis

On page 10-16 of the Draft Supplemental EIR/EIS, the following text was removed: ~~Dumna Wo-Wah Tribal Government, Mr. Eric Smith, Cultural Resource Manager~~

On page 10-16 of the Draft Supplemental EIR/EIS, the following text was removed: ~~Dunlap Band of Mono Historical Preservation Society, Ms. Mandy Marine, Chairperson~~

On page 10-16 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Harold Williams~~Bob Robinson

On page 10-16 of the Draft Supplemental EIR/EIS, the following text was removed: ~~Kings River Choinumni Farm Tribe, Mr. Stan Alec~~

On page 10-16 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Rob~~Ron

On page 10-16 of the Draft Supplemental EIR/EIS, the following changes were made: Picayune Rancheriaof Chuckehansi, Ms. ~~Durta Graham~~Tara Estes-Harter

On page 10-17 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Msr. Katharine Montes-Morgan~~Colin Rambo, Chairperson

On page 10-17 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Neil Peyron~~Joseph Garfield

On page 10-17 of the Draft Supplemental EIR/EIS, the following text was removed: ~~Beardsley School District, Paul E. Miller, Superintendent~~

On page 10-17 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Janet Young~~Eimear O'Farrell

On page 10-17 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Cindy Ferdinand~~Kimberly Hendricks

On page 10-17 of the Draft Supplemental EIR/EIS, the following text was removed: ~~Fairfax School District, Mr. Michael Coleman, Superintendent~~

On page 10-17 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Michael Hanson~~Bob Nelson, Interim

On page 10-17 of the Draft Supplemental EIR/EIS, the following text was removed: ~~Fruitvale Elementary School District~~

On page 10-17 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Dr. Debbie Thompson~~Mr. Martin Lonza

On page 10-17 of the Draft Supplemental EIR/EIS, the following changes were made: Mrs. ~~Eduardo Ochoa~~Elizabeth Mendoza

On page 10-18 of the Draft Supplemental EIR/EIS, the following changes were made: Mrs. Ray ~~Yocum~~Molly Mier, PrincipalSuperintendent

On page 10-18 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Bessie E. Owens~~ Intermediate School, Mrs. Addonica Stanley, Principal

On page 10-18 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Ernie Flores~~James McDonald

On page 10-18 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Richard Stotler~~Dago Garcia

On page 10-18 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Greg Henry~~Darin Parson

On page 10-18 of the Draft Supplemental EIR/EIS, the following text was removed: ~~Wasco Independence High School, Mr. Martin Lonza, Principal~~

On page 10-18 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Ms.~~Mr. ~~Melissa Willes~~David Tapia

16.3.28 Chapter 11

On page 11-1 of the Draft Supplemental EIR/EIS, the following rows were added to the table showing California High-Speed Rail Authority preparers:

Chief Executive Officer	Brian P. Kelly	23 years of experience. BA, Government-Journalism, California State University, Sacramento
Deputy Environmental Project Manager	Audrey Van, AICP	7 years of experience. MS, Biology, Georgia Institute of Technology BS, Biology, Sonoma State University

On page 11-1 of the Draft Supplemental EIR/EIS, the following row was removed from the table showing California High-Speed Rail Authority preparers:

Cultural Resource Specialist	Amy MacKinnon, M.A., RPA	
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16.3.29 Chapter 12

On page 12-3 of the Draft Supplemental EIR/EIS, the following references were added:

———. 2009. "Circulation Element." In: *Metropolitan Bakersfield General Plan*. Original September 9, 2009, Updated April 16, 2014.
<http://www.bakersfieldcity.us/civicax/filebank/blobdload.aspx?BlobID=28902>.

On page 12-3 of the Draft Supplemental EIR/EIS, the following changes were made:

Kern Council of Governments (Kern COG). 2003. *Metropolitan Bakersfield HIGH SPEED RAIL TERMINAL IMPACT ANALYSIS- Final Report*. Bakersfield, CA:KCOG, July 2003.
http://www.kerncog.org/wpcontent/uploads/2010/04/HSR_Terminal_200307.pdf
(accessed March 2018).

- . 2014a. *2014 Final Regional Transportation Plan /Sustainable Communities Strategy*. Bakersfield, CA: KCOG, June 19, 2014. www.kerncog.org/images/docs/rtp/2014_RTP.pdf.
- . 2015. *Metropolitan Bakersfield Transit Center Study- Final Report*. Bakersfield, CA:KCOG, August 2015. http://www.kerncog.org/wp-content/uploads/2009/10/Metro_Bakersfield_Transit_Center_2015.pdf (accessed March 2018).
- Kern County. 2009. *Kern County General Plan*. Bakersfield, CA: KC, September 22, 2009. <https://kernplanning.com/planning/planning-documents/general-plans-elements> (accessed March 2015).

On page 12-5 of the Draft Supplemental EIR/EIS, the following reference was added:

Office of Planning and Research. 2017. *Technical Advisory on Evaluating Transportation Impacts Under CEQA*. November 2017. http://www.opr.ca.gov/docs/20171127_Transportation_Analysis_TA_Nov_2017.pdf (Accessed April 2018).

On page 12-12 of the Draft Supplemental EIR/EIS, the following references were added:

- . 2011. *Buena Vista Lake Ornate Shrew, 5-Year Review: Summary and Evaluation*. September 2011.
- USFWS. 2018. *Reinitiation of Formal Consultation on the California High-Speed Train System: Fresno to Bakersfield Section Project, Fresno, Tulare, Kings, and Kern Counties Biological Opinion (08ESMF00-2012-F-0247)*. Sacramento, CA. July 27, 2018.

On page 12-27 of the Draft Supplemental EIR/EIS, the following references were added:

- Bakersfield, City of. 2016. "Metadata Download, Parks." Geographic Information Services. Last updated January 2016. http://www.bakersfieldgis.us/spatial_data.html (accessed May 2016).
- Bakersfield, City of. 2018. "Weill Park Dataset." Spatial Data Library, Our Map Gallery. <https://bakersfelddatalibrary-cob.opendata.arcgis.com/> (accessed January 2018).
- Kern County. 2014. "City of Shafter Parks Dataset." Engineering, Surveying, and Permit Services. <http://esps.kerndsa.com/gis/gis-download-data> (accessed July 2014).

16.3.30 Chapter 13

There were no changes to Chapter 13 aside from the global changes described in Section 16.2 of this Chapter.

16.3.31 Chapter 14

Chapter 14 is an index of the entire document and has been updated according to the changes described above. Because the indexing is a function of Microsoft Word formatting, changes were not marked using strikethrough and highlighting.

16.3.32 Chapter 15

There were no changes to Chapter 15 aside from the global changes described in Section 16.2 of this Chapter.

16.4 Volume II

16.4.1 Cover

There were no changes to the Volume II Cover aside from the global changes described in Section 16.2 of this Chapter.

16.4.2 Title Page

Reference to NEPA cooperating agencies was removed from the Title Page of Volume II. Otherwise, there were no changes to the Volume II Title Page aside from the global changes described in Section 16.2 of this Chapter.

16.4.3 Appendix 1-A

There were no changes to Appendix 1-A aside from the global changes described in Section 16.2 of this Chapter.

16.4.4 Appendix 1-B

There were no changes to Appendix 1-B aside from the global changes described in Section 16.2 of this Chapter.

16.4.5 Appendix 2-A

There were no changes to Appendix 2-A aside from the global changes described in Section 16.2 of this Chapter.

16.4.6 Appendix 2-B

There were no changes to Appendix 2-B aside from the global changes described in Section 16.2 of this Chapter.

16.4.7 Appendix 2-C

There were no changes to Appendix 2-C aside from the global changes described in Section 16.2 of this Chapter.

16.4.8 Appendix 2-D

There were no changes to Appendix 2-D aside from the global changes described in Section 16.2 of this Chapter.

16.4.9 Appendix 2-E

There were no changes to Appendix 2-E aside from the global changes described in Section 16.2 of this Chapter.

16.4.10 Appendix 2-F

There were no changes to Appendix 2-F aside from the global changes described in Section 16.2 of this Chapter.

16.4.11 Appendix 2-G

There were no changes to Appendix 2-G aside from the global changes described in Section 16.2 of this Chapter.

16.4.12 Appendix 2-H

On page 2-H-6, the following rows were added to the Appendix table:

GEO-IAMF #12: Engage a Paleontological Resources Specialist to Direct Monitoring during Construction	This obligation reduces potential impacts to paleontological resources by requiring the Contractor to designate a paleontological resource specialist (PRS) (approved by the Authority) who will be responsible for determining where and when paleontological resource monitoring should be conducted. The PRS will prepare a Paleontological Resource Monitoring and Mitigation Plan (PRMMP). It will define the scope and nature of the monitoring effort and will be reviewed and approved by the Authority. The PRS will document any paleontological discoveries, as needed, evaluate the potential resource, and assess the significance of the find.
GEO-IAMF #13: Prepare and Implement a Paleontological	This measure reduces potential impacts to paleontological resources by requiring the PRMMP contain a number of elements. These include: a description of when

Resource Monitoring and Mitigation Plan	and where construction monitoring will be required; emergency discovery procedures; sampling and data recovery procedures; procedures for the preparation, identification, analysis, and curation of fossil specimens and data recovered; and procedures for reporting the results of the monitoring and mitigation program.
GEO-IAMF #14: Halt Construction When Paleontological Resources Are Found	This commitment reduces potential impacts on paleontological resources discovered during construction by halting construction in the immediate area surrounding the found resource until an evaluation can be completed in accordance with the Paleontological Resource Monitoring and Mitigation Plan.

16.4.13 Appendix 3.1-A

On page 3.1-A-1, Appendix 3.1-A Page 1 of 20 had changed GIS pathways.
On page 3.1-A-2, Appendix 3.1-A Page 2 of 20 had changed GIS pathways.
On page 3.1-A-3, Appendix 3.1-A Page 3 of 20 had changed GIS pathways.
On page 3.1-A-4, Appendix 3.1-A Page 4 of 20 had changed GIS pathways.
On page 3.1-A-5, Appendix 3.1-A Page 5 of 20 had changed GIS pathways.
On page 3.1-A-6, Appendix 3.1-A Page 6 of 20 had changed GIS pathways.
On page 3.1-A-7, Appendix 3.1-A Page 7 of 20 had changed GIS pathways.
On page 3.1-A-8, Appendix 3.1-A Page 8 of 20 had changed GIS pathways.
On page 3.1-A-9, Appendix 3.1-A Page 9 of 20 had changed GIS pathways.
On page 3.1-A-10, Appendix 3.1-A Page 10 of 20 had changed GIS pathways.
On page 3.1-A-11, Appendix 3.1-A Page 11 of 20 had changed GIS pathways.
On page 3.1-A-12, Appendix 3.1-A Page 12 of 20 had changed GIS pathways.
On page 3.1-A-13, Appendix 3.1-A Page 13 of 20 had changed GIS pathways.
On page 3.1-A-14, Appendix 3.1-A Page 14 of 20 had changed GIS pathways.
On page 3.1-A-15, Appendix 3.1-A Page 15 of 20 had changed GIS pathways.
On page 3.1-A-16, Appendix 3.1-A Page 16 of 20 had changed GIS pathways.
On page 3.1-A-17, Appendix 3.1-A Page 17 of 20 had changed GIS pathways.
On page 3.1-A-18, Appendix 3.1-A Page 18 of 20 had changed GIS pathways.
On page 3.1-A-19, Appendix 3.1-A Page 19 of 20 had changed GIS pathways.
On page 3.1-A-20, Appendix 3.1-A Page 20 of 20 had changed GIS pathways.

16.4.14 Appendix 3.3-A

There were no changes to Appendix 3.3-A aside from the global changes described in Section 16.2 of this Chapter.

16.4.15 Appendix 3.3-B

There were no changes to Appendix 3.3-B aside from the global changes described in Section 16.2 of this Chapter.

16.4.16 Appendix 3.4-A

There were no changes to Appendix 3.4-A aside from the global changes described in Section 16.2 of this Chapter.

16.4.17 Appendix 3.4-B

Starting on page 3.4-B-30, the following tables were added:

Table 3.4-B-5 High-Speed Rail Station Construction Equipment

Construction Equipment	Actual Equipment Rated Horsepower (hp/hr)	Type of Fuel	No. of Units	Months of Activity	Days of Activity
Fresno Station					
Graders – 0175	174	Diesel	1	3	44
Rubber-Tired Dozers – 0500	357	Diesel	1	9	176
Tractors/Loaders/Backhoes – 0120	108	Diesel	2	9	176
Off-Highway Trucks – 0250	189	Diesel	1	9	176
Cranes – 0500	399	Diesel	1	9	176
Forklifts – 0175	145	Diesel	2	9	176
Other General Industrial Equipment – 0050	45	Diesel	3	21	440
Other General Industrial Equipment – 0050	49	Diesel	1	21	440
Graders – 0175	174	Diesel	1	2	22
Forklifts – 0175	145	Diesel	1	21	440
Construction Equipment Total			14		

hp/hr = horsepower per hour

Table 3.4-B-6 High-Speed Rail MOIF Construction Equipment

Construction Equipment	Actual Equipment Rated Horsepower (hp/hr)	Type of Fuel	No. of Units	Months of Activity	Days of Activity
MOIF					
Graders – 0175	174	Diesel	1	9	190
Rubber-Tired Dozers – 0500	357	Diesel	1	9	190
Tractors/Loaders/Backhoes – 0120	108	Diesel	2	9	190
Off-Highway Trucks – 0250	189	Diesel	1	9	190
Cranes – 0500	399	Diesel	1	9	190
Forklifts – 0175	145	Diesel	1	9	190
Excavators – 0175	168	Diesel	1	9	190
Scrapers – 0500	313	Diesel	1	9	190
Pavers – 0120	100	Diesel	1	3	80
Paving Equipment – 0120	104	Diesel	1	3	80
Rollers – 0120	95	Diesel	1	3	80
Other General Industrial Equipment – 0050	49	Diesel	1	9	190
Other General Industrial Equipment – 0050	45	Diesel	1	9	190

Construction Equipment	Actual Equipment Rated Horsepower (hp/hr)	Type of Fuel	No. of Units	Months of Activity	Days of Activity
Construction Equipment Total			14		

hp/hr = horsepower per hour

MOIF = Maintenance of Infrastructure Facility

Table 3.4-B-7 High-Speed Rail TPSS Construction Equipment

Construction Equipment	Actual Equipment Rated Horsepower (hp/hr)	Type of Fuel	No. of Units	Months of Activity	Days of Activity
TPSS – Sites 1–4 Concurrent					
Graders – 0175	174	Diesel	4	19	390
Rubber-Tired Dozers – 0500	357	Diesel	4	19	390
Tractors/Loaders/Backhoes – 0120	108	Diesel	8	19	390
Off-Highway Trucks – 0250	189	Diesel	4	19	390
Cranes – 0500	399	Diesel	4	19	390
Forklifts – 0175	145	Diesel	8	19	390
Construction Equipment Total			32		
TPSS – Site 5					
Graders – 0175	174	Diesel	1	19	390
Rubber-Tired Dozers – 0500	357	Diesel	1	19	390
Tractors/Loaders/Backhoes – 0120	108	Diesel	2	19	390
Off-Highway Trucks – 0250	189	Diesel	1	19	390
Cranes – 0500	399	Diesel	1	19	390
Forklifts – 0175	145	Diesel	2	19	390
Construction Equipment Total			8		

hp/hr = horsepower per hour

TPSS = Traction Power Substation

16.4.18 Appendix 3.4-C

There were no changes to Appendix 3.4-C aside from the global changes described in Section 16.2 of this Chapter.

16.4.19 Appendix 3.5-A

There were no changes to Appendix 3.5-A aside from the global changes described in Section 16.2 of this Chapter.

16.4.20 Appendix 3.6-A

There were no changes to Appendix 3.6-A aside from the global changes described in Section 16.2 of this Chapter.

16.4.21 Appendix 3.6-B

There were no changes to Appendix 3.6-B aside from the global changes described in Section 16.2 of this Chapter.

16.4.22 Appendix 3.6-C

There were no changes to Appendix 3.6-C aside from the global changes described in Section 16.2 of this Chapter.

16.4.23 Appendix 3.7-A

There were no changes to Appendix 3.7-A aside from the global changes described in Section 16.2 of this Chapter.

16.4.24 Appendix 3.7-B

On page 3.7-B-3, the following row was added to Attachment 2 Potential Acreage of Special-Status Wildlife Species Habitat Impacted by the May 2014 Project and the F-B LGA (acres):

Blunt-nosed leopard lizard (AGS, VFR)	0.70	0.30	3.62	5.32
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16.4.25 Appendix 3.7-C

There were no changes to Appendix 3.7-C aside from the global changes described in Section 16.2 of this Chapter.

16.4.26 Appendix 3.8-A

There were no changes to Appendix 3.8-A aside from the global changes described in Section 16.2 of this Chapter.

16.4.27 Appendix 3.8-B

There were no changes to Appendix 3.8-B aside from the global changes described in Section 16.2 of this Chapter.

16.4.28 Appendix 3.11-A

There were no changes to Appendix 3.11-A aside from the global changes described in Section 16.2 of this Chapter.

16.4.29 Appendix 3.11-B

There were no changes to Appendix 3.11-B aside from the global changes described in Section 16.2 of this Chapter.

16.4.30 Appendix 3.12-A

There were no changes to Appendix 3.12-A aside from the global changes described in Section 16.2 of this Chapter.

16.4.31 Appendix 3.12-B

There were no changes to Appendix 3.12-B aside from the global changes described in Section 16.2 of this Chapter.

16.4.32 Appendix 3.12-C

On page 3.12-C-3, the following row was added to Table 3.12-C-2 Schools in the Study Area for the F-B LGA:

Bethel Christian School	City of Bakersfield	Private
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16.4.33 Appendix 3.13-A

There were no changes to Appendix 3.13-A aside from the global changes described in Section 16.2 of this Chapter.

16.4.34 Appendix 3.14-A

There were no changes to Appendix 3.14-A aside from the global changes described in Section 16.2 of this Chapter.

16.4.35 Appendix 3.14-B

There were no changes to Appendix 3.14-B aside from the global changes described in Section 16.2 of this Chapter.

16.4.36 Appendix 3.14-C

There were no changes to Appendix 3.14-C aside from the global changes described in Section 16.2 of this Chapter.

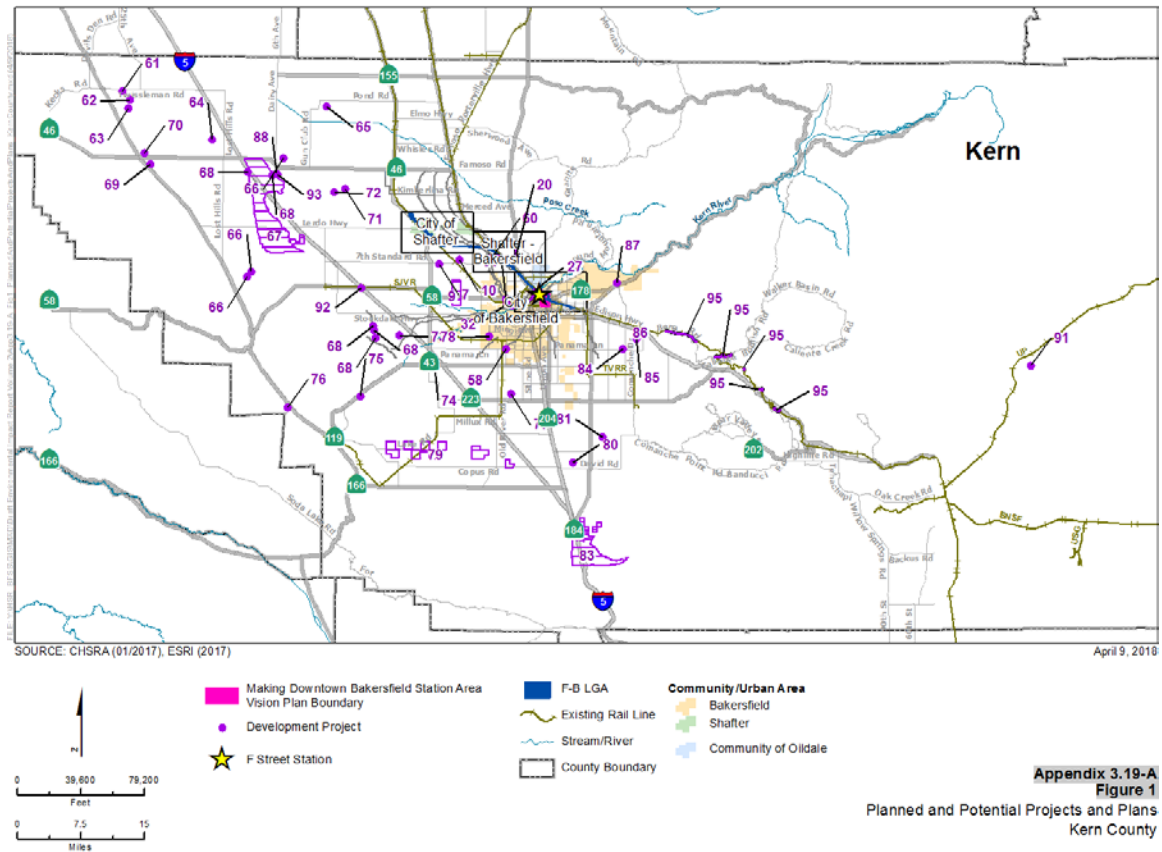
16.4.37 Appendix 3.17-A

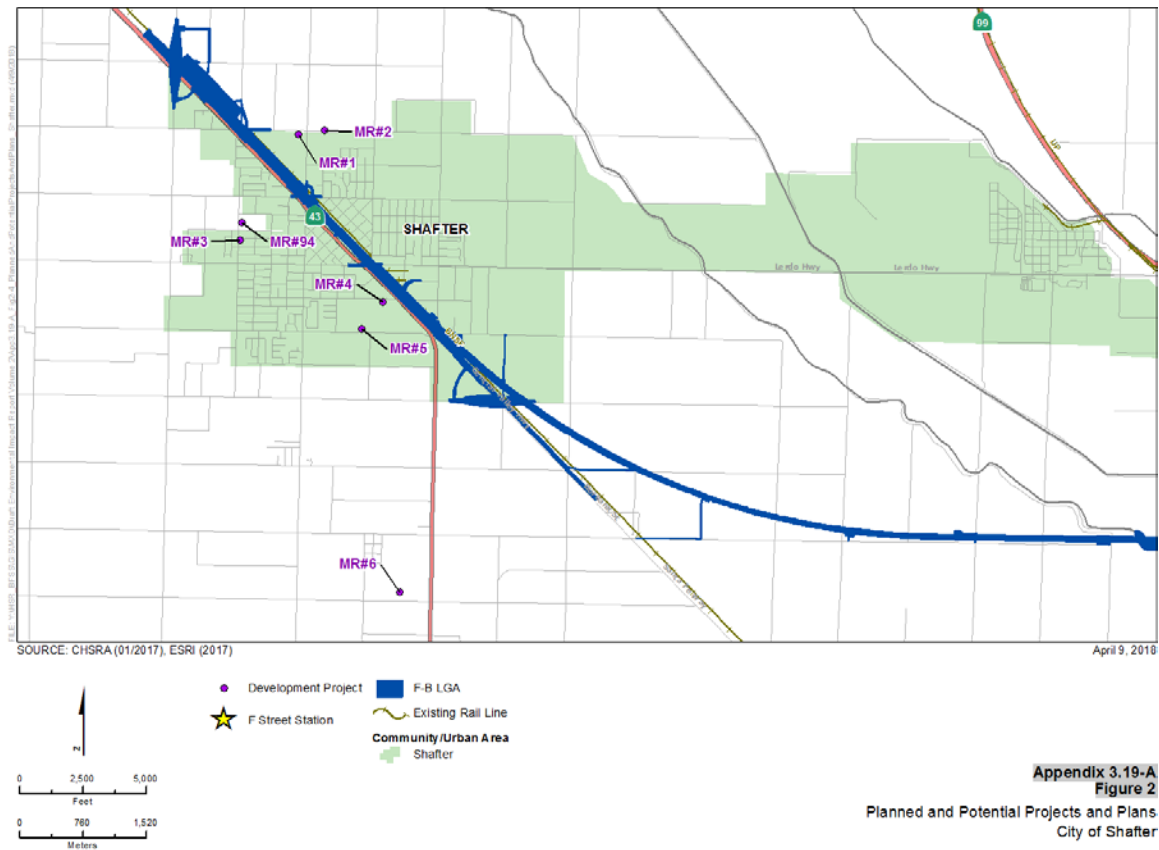
There were no changes to Appendix 3.17-A aside from the global changes described in Section 16.2 of this Chapter.

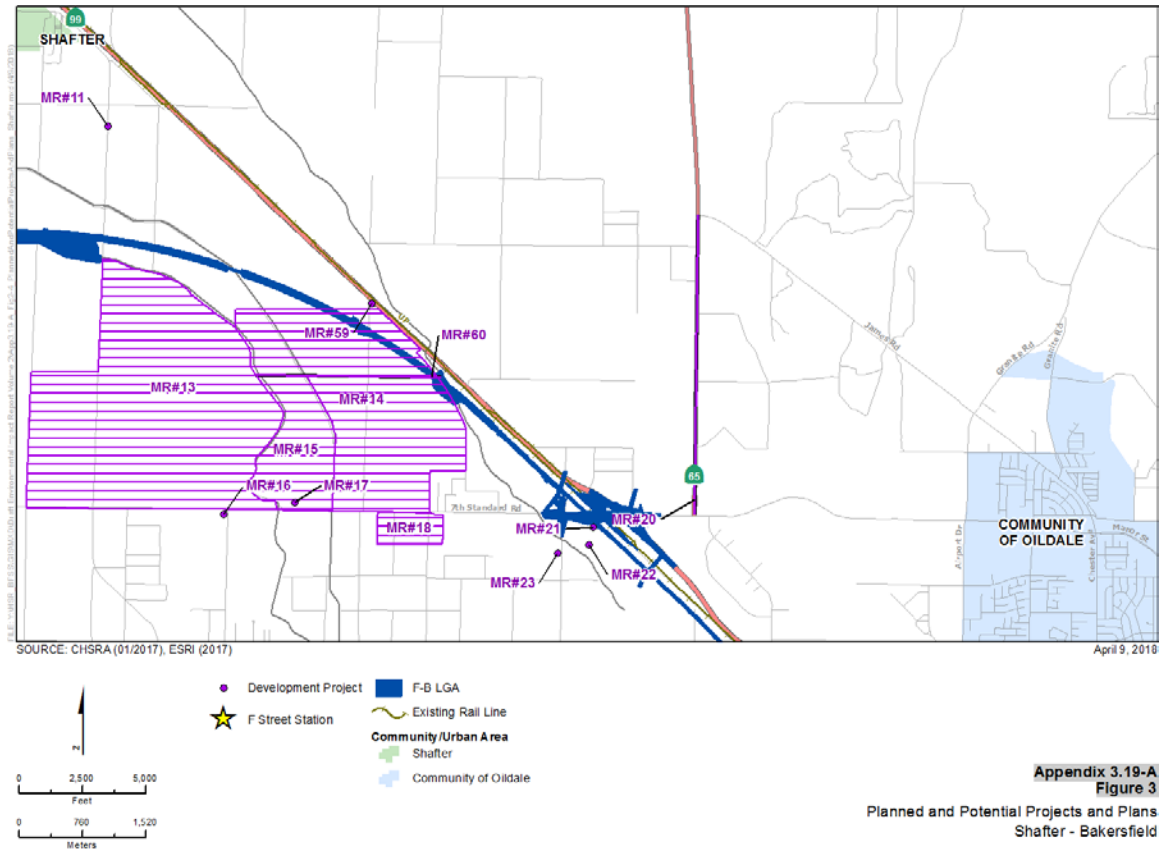
16.4.38 Appendix 3.19-A

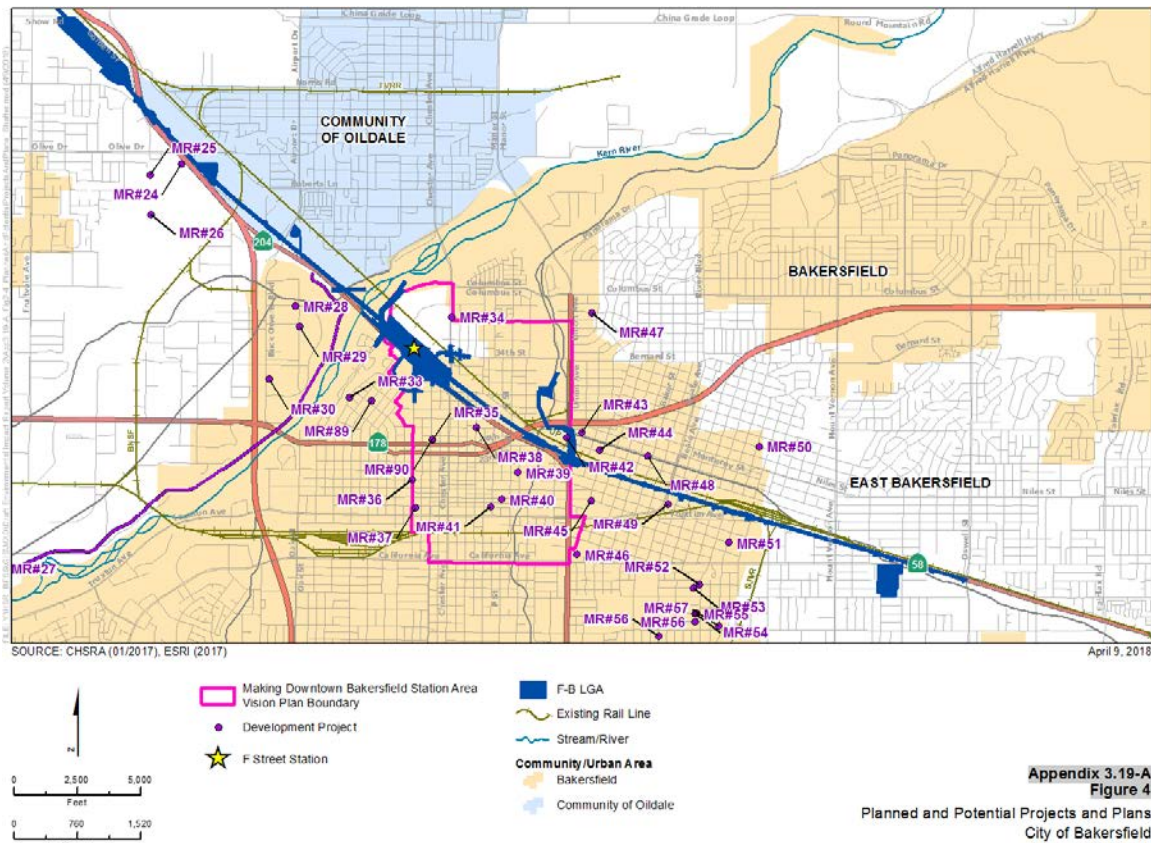
On page 3.19-A-14, the text **Draft EIR released January 2018** was added to Table A-3 Planned and Potential Projects and Plans – City of Bakersfield under “Status/Timing” for the F Street Station.

Appendix 3.19-A Figures 1-4 were also updated to include the Making Downtown Bakersfield Station Area Vision Plan boundary; see below.









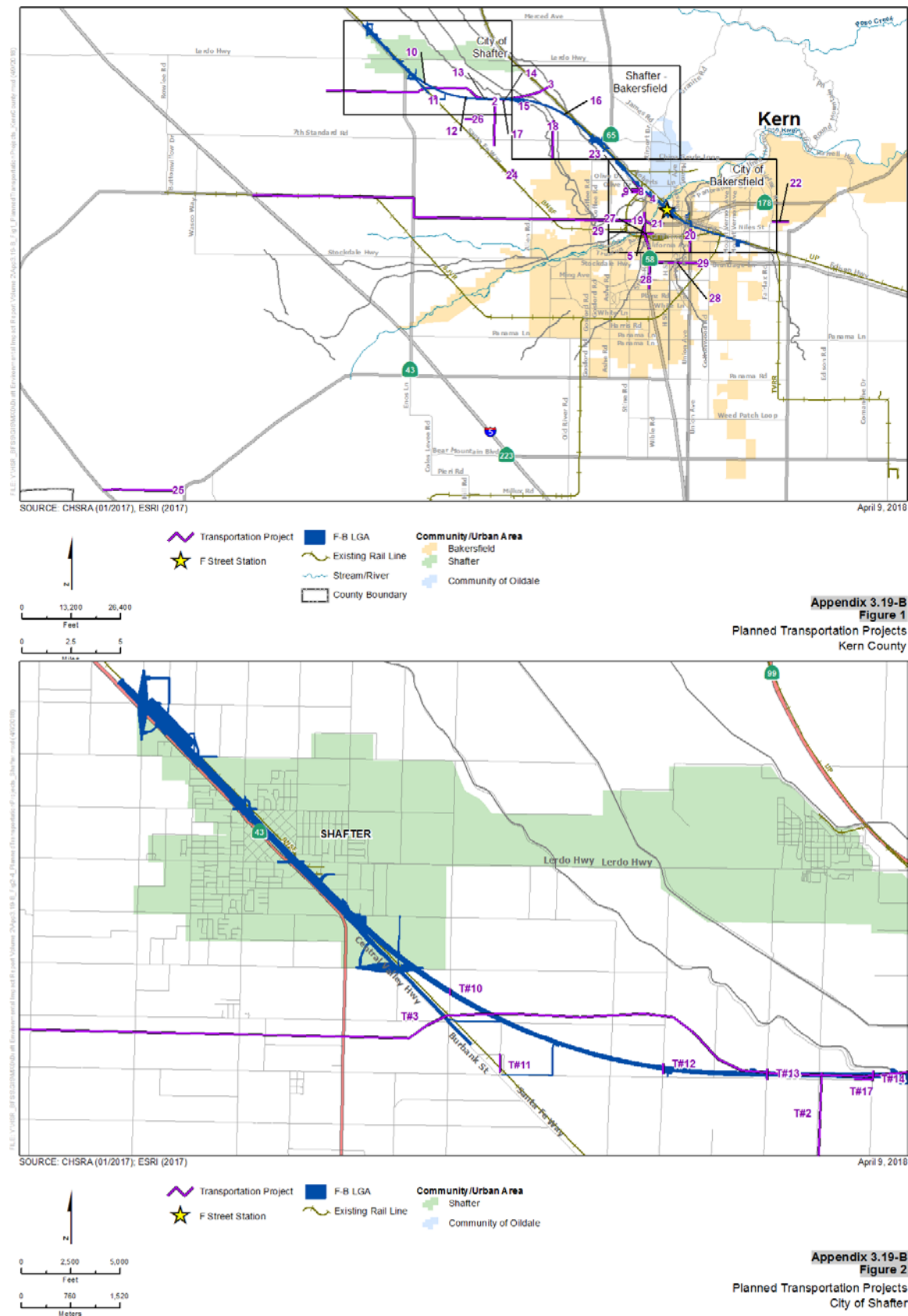
16.4.39 Appendix 3.19-B

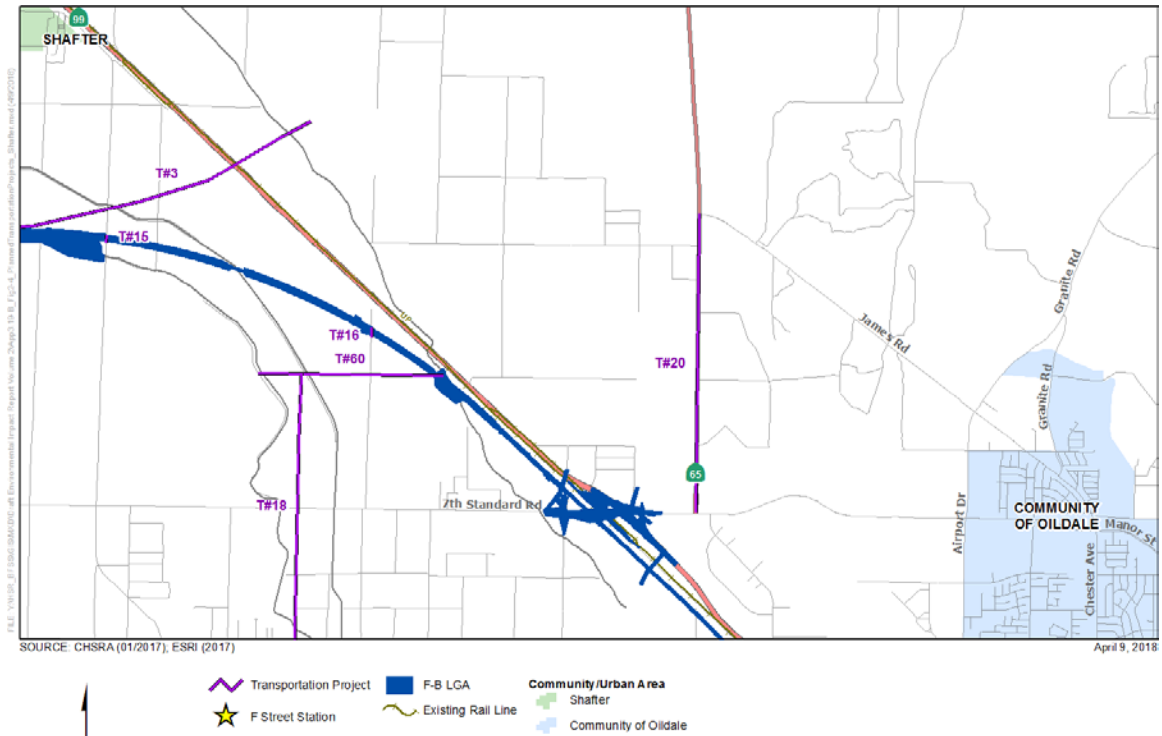
On page 3.19-B-4, Table B- 2 Planned Transportation Projects – Kern County, the Description of Map ID T#9 was revised in the following way: ~~collector~~local.

On page 3.19-B-7, the following rows were added to Table B- 3 Planned Transportation Projects – City of Bakersfield:

T#27	City of Bakersfield	Oak Street and Truxtun Avenue Improvement Project	Widen roadway to 6-lanes	From Empire Drive to approximately 100 feet east of Elm Street		2017	Federal, Local	W	City of Bakersfield Public Works
T#28	City of Bakersfield	Beltway Operational Improvement Project	Operational improvements to interchange ramps and construction of auxiliary lanes, retaining walls and sound walls	East of SR 99 to Cottonwood Road, and at the SR 99/Ming Avenue Interchange	\$82,000,000	2016	Federal, Local	W, I/C	City of Bakersfield Public Works
T#29	City of Bakersfield	Centennial Corridor Project	A new alignment for State Route 58; improvements to State Route 99	SR 58 from Cottonwood Road I-5; SR 99 from Gilmore Avenue to Wilson Road	\$698,000,000	2016	Federal, Local	I/C, W	City of Bakersfield Public Works

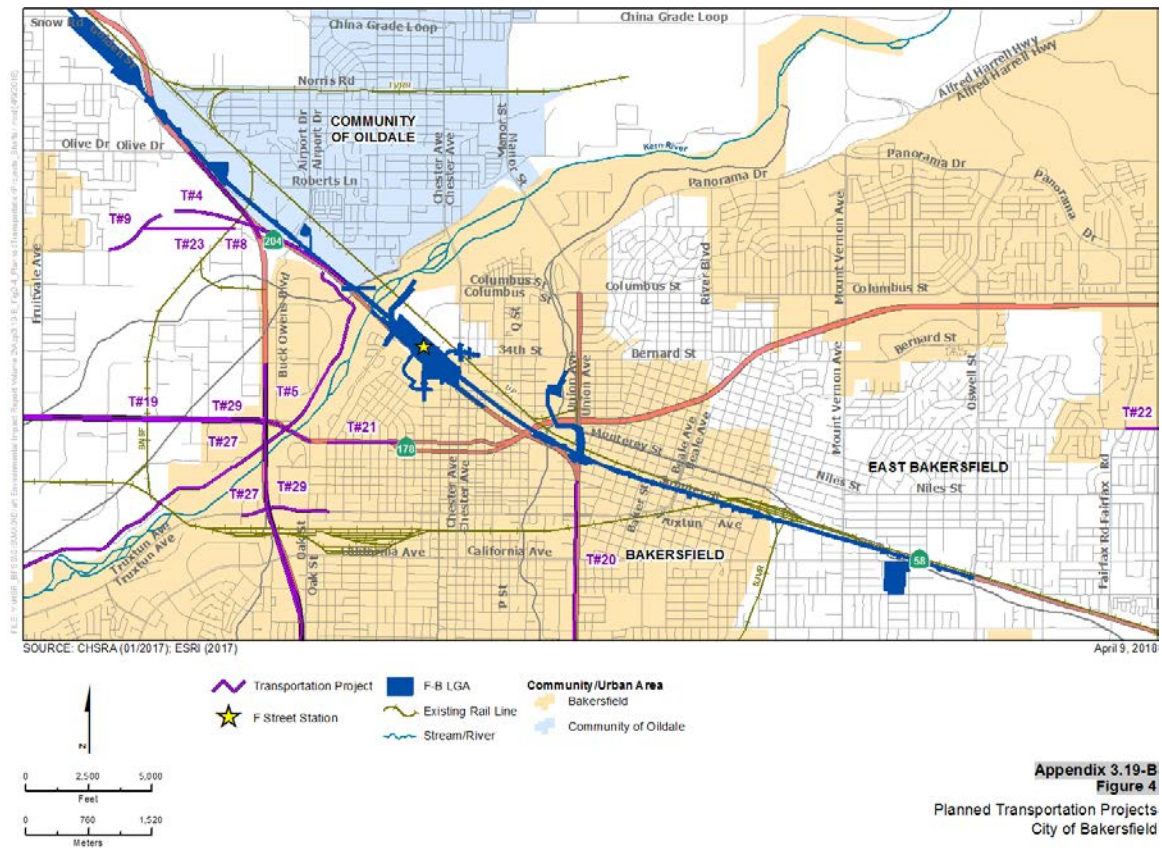
Appendix 3.19-B Figures 1-4 were amended to include the three additional projects in Table B-3, described above, as well as labels for the communities of Oildale and East Bakersfield; see below.





Appendix 3.19-B
Figure 3

Planned Transportation Projects
Shafter - Bakersfield



Appendix 3.19-B
Figure 4

Planned Transportation Projects
City of Bakersfield

16.4.40 Appendix 5-A

There were no changes to Appendix 5-A aside from the global changes described in Section 16.2 of this Chapter.

16.4.41 Appendix 8-A

On page 8-A-3, Figure 8-A-1 F-B LGA and May 2014 Project had changed GIS pathways.

On page 8-A-7, Figure 8-A-2 Study Intersections at Bakersfield Station had changed GIS pathways.

On page 8-A-11, Figure 8-A-3 Existing Plus May 2014 Project: Average Daily Traffic and Number of Lanes: Map A had changed GIS pathways.

On page 8-A-12, Figure 8-A-4 Existing Plus May 2014 Project: Average Daily Traffic and Number of Lanes: Map B had changed GIS pathways.

On page 8-A-26, Figure 8-A-5a May 2014 Project Noise Impacts After Mitigation (Shafter) had changed GIS pathways.

On page 8-A-27, Figure 8-A-5b May 2014 Project Noise Impacts After Mitigation (Bakersfield) had changed GIS pathways.

On page 8-A-28, land use types were indented in Table 8-A-7 to show the difference between the comparative noise and vibration impacts.

On page 8-A-31, Figure 8-A-6 Electromagnetic Field Sensitive Receptors Along the May 2014 Project had changed GIS pathways.

On page 8-A-41, Figure 8-A-11 U.S. Bureau of Reclamation Lands had changed GIS pathways.

On page 8-A-45, Figure 8-A-12 May 2014 Project Habitat Study Areas (Shafter) had changed GIS pathways.

On page 8-A-46, Figure 8-A-13 May 2014 Project Habitat Study Areas (Bakersfield) had changed GIS pathways.

On page 8-A-49, the following row was added to Table 8-A-15 Potential Acreage of Special-Status Wildlife Species Habitat Impacted by the May 2014 Project:

Blunt-nosed leopard lizard	AGS, VFR	0.70	0.30
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On page 8-A-50, the following change was made to the bullet Special-Status Reptiles: The May 2014 Project contains suitable habitat for special-status reptiles, including coast horned lizard and blunt-nosed leopard lizard.

On page 8-A-52, Figure 8-A-14 Waters near the May 2014 Project (Shafter) had changed GIS pathways.

On page 8-A-53, Figure 8-A-15 Waters near the May 2014 Project (Bakersfield) had changed GIS pathways.

On page 8-A-56, Figure 8-A-16 Conservation Areas had changed GIS pathways.

On page 8-A-58, Figure 8-A-17 Kern River Linkage had changed GIS pathways.

On page 8-A-61, the following row was added to Table 8-A-20 Potential Acreage of Special-Status Wildlife Species Habitat Impacted by the May 2014 Project and the F-B LGA (acres):

Blunt-nosed leopard lizard (AGS, VFR)	0.70	0.30	3.62	5.32
---------------------------------------	------	------	------	------

In the first paragraph on Page 8-A-62, the following changes were made: Only ~~one~~two of the special-status wildlife species (silvery legless lizard and blunt-nosed leopard lizard) listed above would have less permanent and temporary impacts with the implementation of the May 2014 Project.

On page 8-A-68, Figure 8-A-18 Water Districts Serving the May 2014 Project and the F-B LGA Areas had changed GIS pathways.

On page 8-A-71, Figure 8-A-19 Flood Zones Crossing the May 2014 Project and the F-B LGA had changed GIS pathways.

On page 8-A-81, Figure 8-A-20 May 2014 Project and Safety-Related Facilities (Shafter) had changed GIS pathways.

On page 8-A-82, Figure 8-A-21 May 2014 Project and Safety-Related Facilities (Bakersfield) had changed GIS pathways.

On page 8-A-90, in the first paragraph under the heading Community Facilities, the following changes were made to the text: ~~several businesses and ancillary facilities associated with the Mercy Hospital medical complex~~ the Mercy Medical Plaza.

On page 8-A-96, the following text changes were made to footnote 1 of Table 8-A-45 Comparison of Annual Property Tax Losses by Jurisdiction under the F-B LGA, relative to the May 2014 Project (in 2015 dollars): ~~Negative~~ Positive values indicate that the F-B LGA has ~~less~~ more of an impact than the May 2014 Project, negative values indicate that the F-B LGA has less of an impact than the May 2014 Project.

On page 8-A-97, the following text changes were made to footnote 1 of Table 8-A-46 Comparison of Annual Sales Tax Losses by Jurisdiction under the F-B LGA, relative to the May 2014 Project (in 2015 dollars): ~~Negative~~ Positive values indicate that the F-B LGA has ~~less~~ more of an impact than the May 2014 Project, negative values indicate that the F-B LGA has less of an impact than the May 2014 Project.

On page 8-A-99, the following text was added to the last paragraph: Additionally, the May 2014 Project would result in 845 more one-year full-time job equivalents, with 445 of them being direct and 400 being indirect or induced.

On page 8-A-134, the following text was added to the F-B LGA Construction and Operations Impacts column for Socioeconomics and Communities resources in Table 8-A-62 Cumulative Impacts for the Comparison between the May 2014 Project and F-B LGA: Environmental Justice cumulative impacts are therefore discussed in Chapter 5 of this Supplemental EIR/EIS and are not applicable for the impacts considered here.

On page 8-A-145, the following changes were made under subsection Community Division and/or Disruption: The May 2014 Project would have a substantial effect on Bakersfield High School, which is attended by predominantly minority and low-income students. Further, the May 2014 Project would also displace the Bakersfield Homeless Center, which serves low-income families, as well as the Mercado, which serves a minority community, and several buildings of the Mercy Hospital medical complex, which has programs dedicated to low-income communities.

On page 8-A-150, the following text changes were made to the third row, second column of Table 8-A-67 Capital Cost of the Fresno to Bakersfield Section: Only item in this category for the Fresno to Bakersfield Section is the HMF if an alternative site in this section is selected. The cost estimate for the HMF is provided below in the Final EIR/EIS.

On page 8-A-150, the following text was removed from the footnotes of Table 8-A-68: ~~HMF = heavy maintenance facility.~~

On page 8-A-150, the following changes were made to the text below Table 8-A-69: As shown in the table, costs for the May 2014 Project range from \$241 million, with higher fares and no HMF, to \$335 million, with lower fares and an HMF facility (2010 dollars).

On page 8-A-156, the following table was added:

Table 8-A-74 Design Features of the F-B LGA and May 2014 Project

Design Option	F-B LGA	May 2014 Project
Total Length (linear miles)	23.13	24.16
Length on at-grade profile (linear miles)	10.52	
Length on bridge (linear miles)	0.43	
Length on steel truss (linear miles)	0.31	
Length on retained fill (linear miles)	1.97	1.29
Length on viaduct (linear miles)	9.90	
Number of Straddle Bents	22	
Number of Railroad Crossings	5	6
Number of Major Water Crossings	1	1
Number of Canal Crossings	7	7
Number of Road Crossings	43	60
Number of Road Crossings – Overcrossings in Shafter	1	2
Number of Road Crossings – Undercrossings in Shafter	11	11
Number of Road Crossings – Overcrossings in Bakersfield	0	6
Number of Road Crossings – Undercrossings in Bakersfield	30	40
Number of Road Crossings – Shafter/Bakersfield Shared Overcrossing	1	1
Number of Roadway Closures	10	14
Number of Roadway Modifications	Multiple	Multiple
Number of At-Grade Crossings Removed	7	
Total Length (linear miles)	23.13	24.16

Source: Authority and FRA, 2014
F-B LGA = Fresno to Bakersfield Locally Generated Alternative

VOLUME II: TECHNICAL APPENDICES

California High-Speed Rail Authority

Fresno to Bakersfield Section

Final Supplemental Environmental Impact Report

Appendix 2-I
Interim Terminal Station

October 2018



CALIFORNIA
High-Speed Rail Authority

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Figure 2-I-2 Interim Terminal Station Concept B.....	4
Figure 2-I-3 Interim Terminal Station Concept C.....	5
Figure 2-I-4 Interim Terminal Station Concept D.....	6

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APPENDIX 2-I: INTERIM TERMINAL STATION

As identified in the 2018 Business Plan, the Authority is committed to connecting the Silicon Valley to the Central Valley (from San Francisco to Bakersfield) as quickly as possible. Ridership and revenue forecasts show that the initial Phase 1 line – from San Francisco to Bakersfield through the Silicon Valley – will produce revenue that can help fund construction from the Central Valley southward into the Los Angeles Basin. Consistent with the 2016 Business Plan objectives, and further supported by the 2018 Business Plan, the Authority aims to initiate high-speed rail into passenger service as soon as possible. In order to deliver passenger service to the greatest number of communities, the Authority is considering options to deliver early benefits along the Phase 1 corridor, which may include the development of an interim terminal station at the Preferred Alternative station location (F Street) (illustrated in detail in Figure 3.1-A, Pages 16 and 17 of the Draft Supplemental EIR/EIS).

The Authority has developed four feasible concepts for the interim terminal station at the F Street location. All four concepts could be developed wholly within the disturbance footprint evaluated in the Draft Supplemental EIR/EIS. As part of the concept development process, the Authority considered the following parameters:

1. Would the interim terminal station fit wholly within the disturbance footprint evaluated in the Draft Supplemental EIR/EIS?
2. Would the concept be consistent with Authority's Technical Memoranda for station design?
3. Would the concept minimize initial costs and "throw-away" costs¹?
4. Would the concept require utility relocation (specifically overhead power lines) for construction and operation of temporary features?
5. Would the concept provide the least amount of disruption to future service as the full buildout F Street Station is constructed around the interim service station and as service south of the station is provided?

This Appendix contains an environmental impact analysis of the construction and operation of the potential interim terminal station.² Because all four of the interim terminal station concepts would utilize the track and the station footprint analyzed in the Draft Supplemental EIR/EIS, construction impacts that stem from ground disturbance or "footprint" impacts (e.g., biological resources, agricultural land conversion, etc.) would be the same for Phase 1 HSR service as it would be for this interim terminal station. These construction impacts are discussed in the following sections for completeness, so all analysis is contained in one location (i.e., this appendix).

Concept A (Figure 2-I-1) would be an approximately 4.1-acre site³ and would require the construction of temporary platforms (700 feet in length) along the proposed mainline tracks north

¹ "Throw-away" costs are costs for structures that would need to be removed and replaced for construction of the full buildout Phase 1 F Street Station.

² Estimates for initial construction costs and "throw-away" costs have not been prepared for the four concepts presented in this technical appendix. An allowance for construction of the interim terminal station in Bakersfield has been provided in the Authority's Baseline cost estimate.

³ The acreages identified for the four interim terminal station concepts have been calculated based on the necessary structures within the 46-acre site of the full buildout F Street Station. The interim terminal station acreages include interim terminal station structure (0.17 acre), parking lots/structures (3.8 acres), and development of the bike/pedestrian path to the Kern River Parkway (0.13 acre). Acreages for Concepts B, C, and D also include the acreages required for relocate the overhead high voltage lines (12.48 acres).

of the Carrier Canal. Existing overhead, high voltage power lines would remain in place. Platform access would be provided from the southern end of the platforms, and emergency egress points would be provided between the Carrier Canal and the Kern River. This concept would minimize construction costs by placing the platforms over the Carrier Canal and would include the development of a temporary station building for customer service. Concept A would require removal of temporary features once the full buildout station is constructed. The cost associated with the removal of the temporary features would be calculated based on design plans, if this concept is selected.

Concept B (Figure 2-I-2) would be an approximately 16.5-acre site and would require the construction of the temporary platforms (700 feet in length) within the proposed station footprint to accommodate egress points on the south side of the Carrier Canal. Temporary platforms would straddle the Carrier Canal and would be constructed along the proposed mainline tracks. Platform access would be provided from the southern end of the platforms. Overhead, high voltage power lines would require relocation and would be located over the northern end of the temporary platform. This concept would include the development of a temporary station building for customer service. Concept B would require removal of temporary features once the full buildout station is constructed. The cost associated with the removal of the temporary features would be calculated based on design plans, if this concept is selected.

Concept C (Figure 2-I-3) would be an approximately 16.5-acre site and would require the construction of the temporary platforms (700 feet in length) entirely on the south side of the Carrier Canal and along the proposed mainline tracks. Access under Concept C would occur anywhere along the platform for both normal use and emergency egress. Overhead, high voltage power lines would require relocation. This concept would include the development of a temporary station building for customer service. Concept C would require removal of temporary features once the full buildout station is constructed. The cost associated with the removal of the temporary features would be calculated based on design plans, if this concept is selected.

Concept D (Figure 2-I-4) would be an approximately 16.5-acre site and would be the most expensive of the four concepts, because it would require construction of the proposed full buildout features in their proposed locations including the station tracks and platforms (1,400 feet in length). Mainline and station track alignments would be constructed in their permanent position with only minor shifts in turnout locations. Concept D would require the relocation of the overhead, high voltage power lines. Mainline and station track alignments under Concept D would be constructed in their permanent positions; therefore, under Concept D, there would be no throw away costs due to the removal of temporary features.

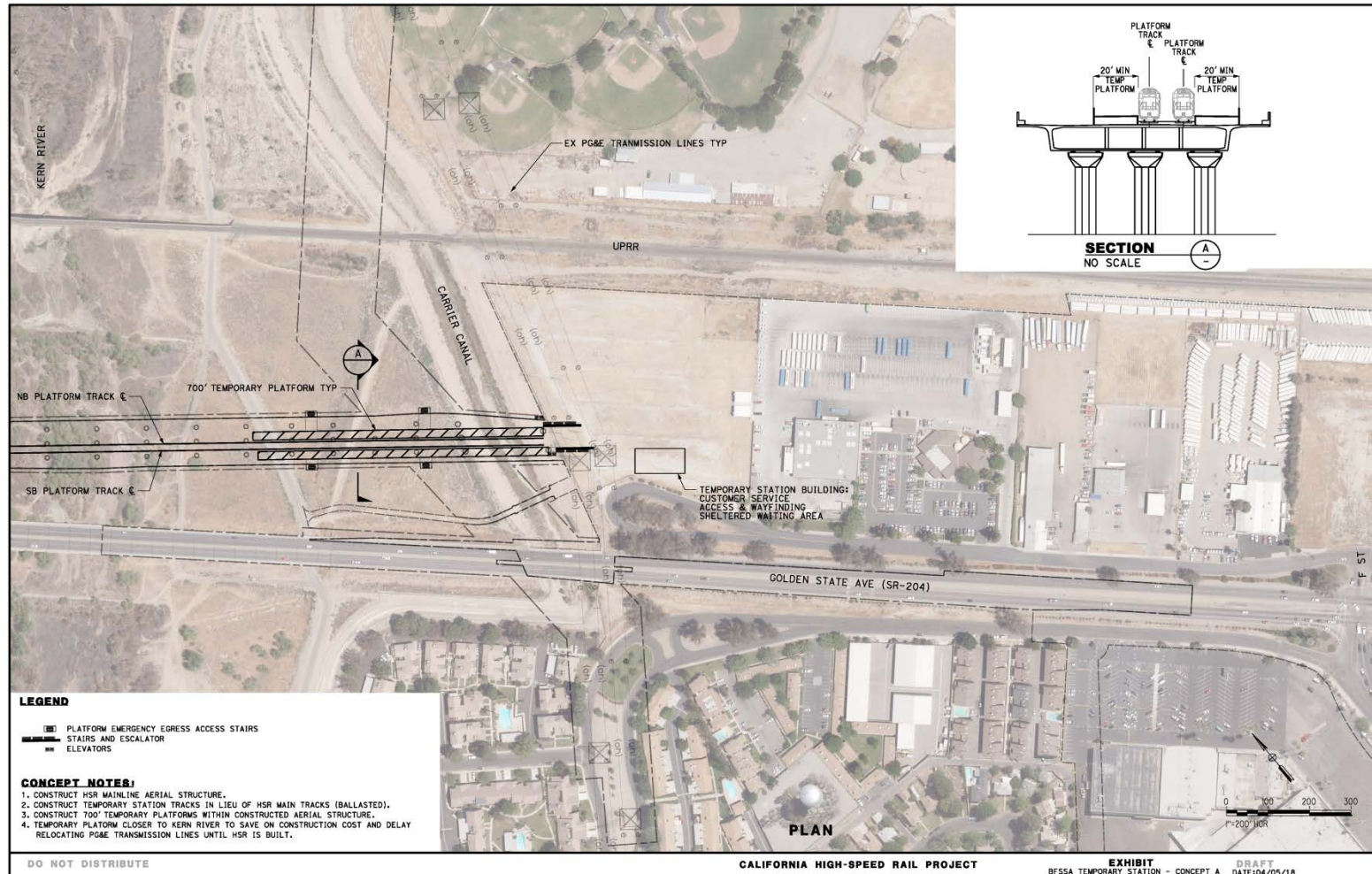


Figure 2-I-1 Interim Terminal Station Concept A

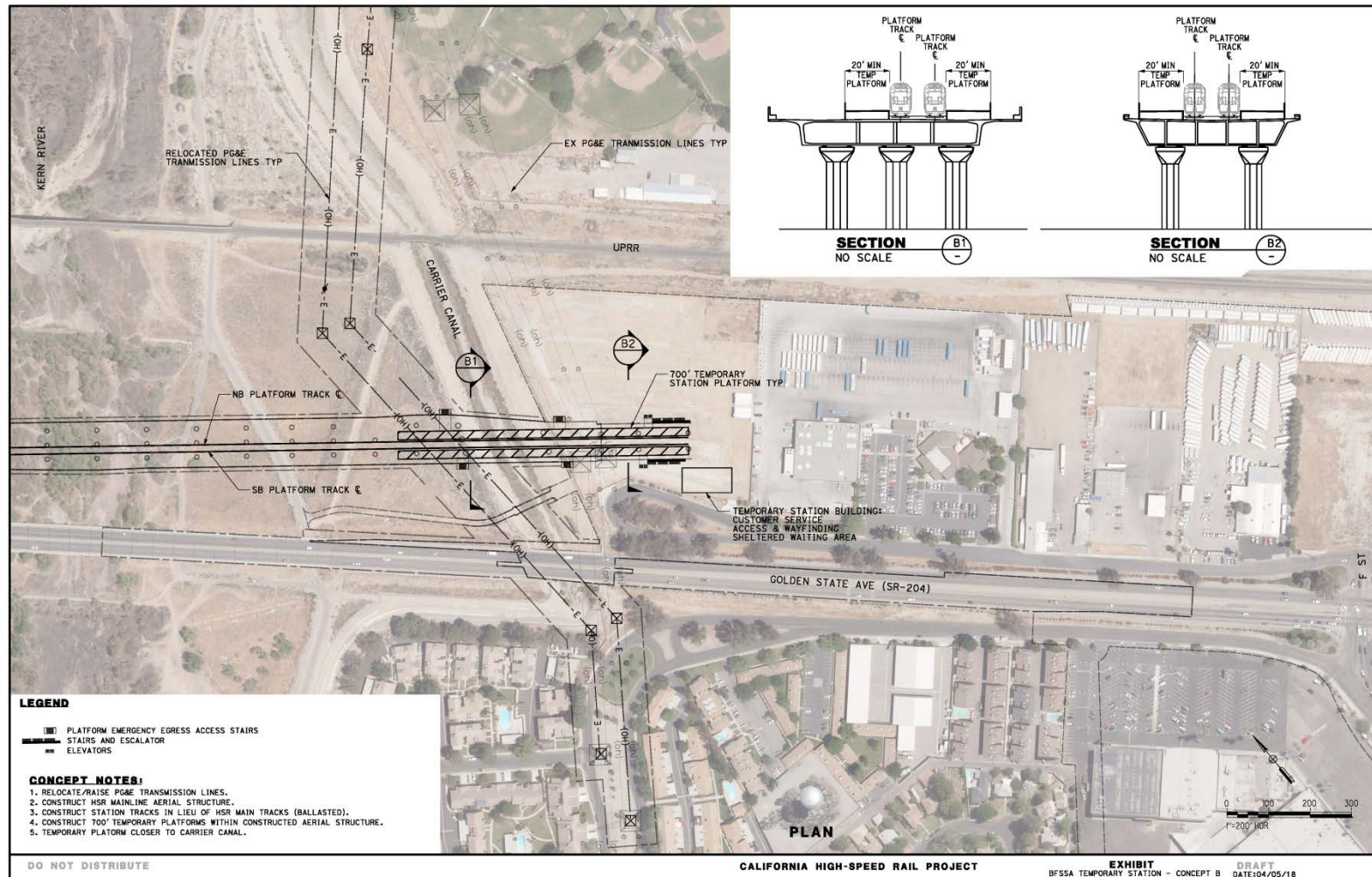


Figure 2-I-2 Interim Terminal Station Concept B

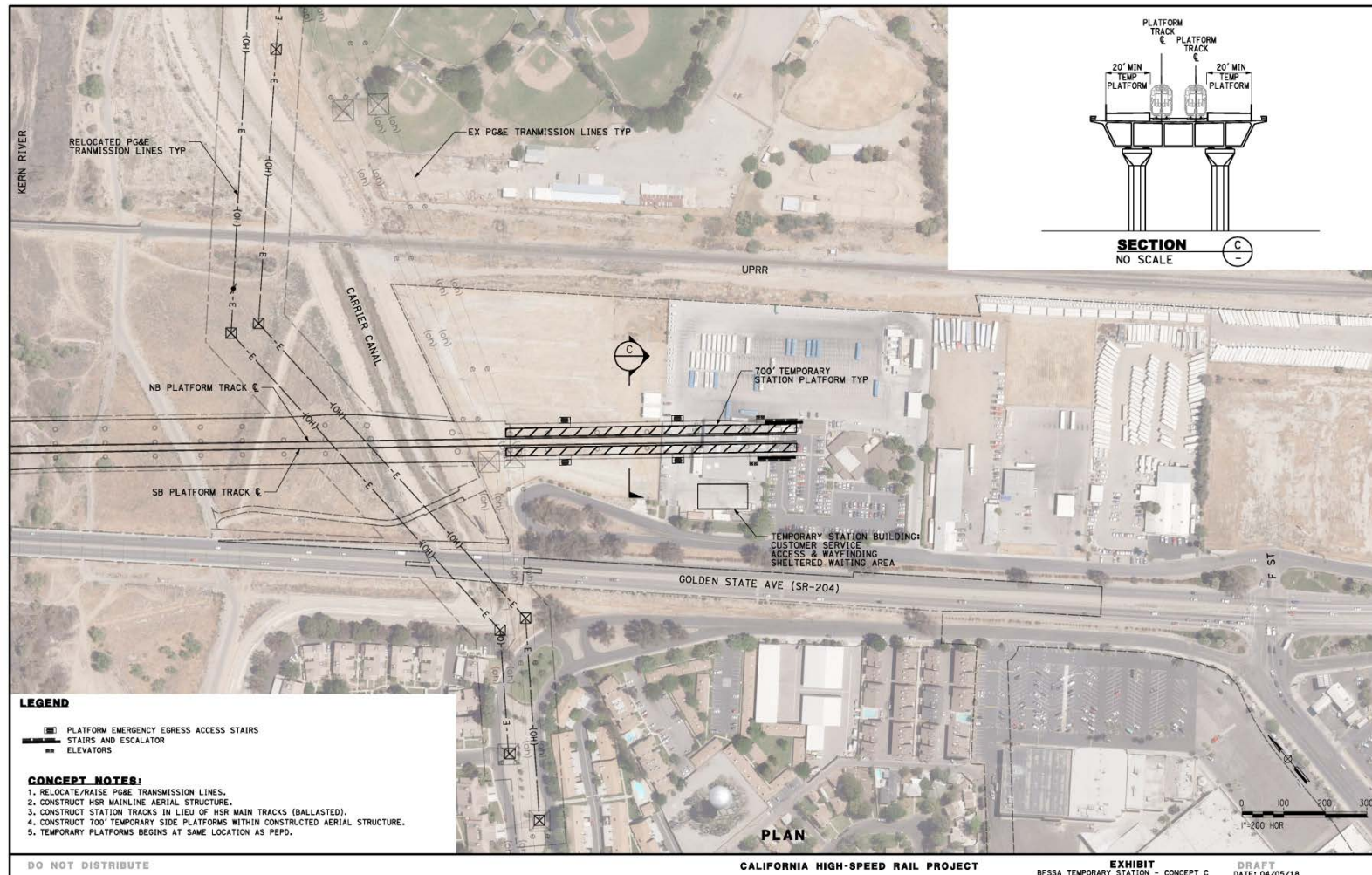


Figure 2-I-3 Interim Terminal Station Concept C

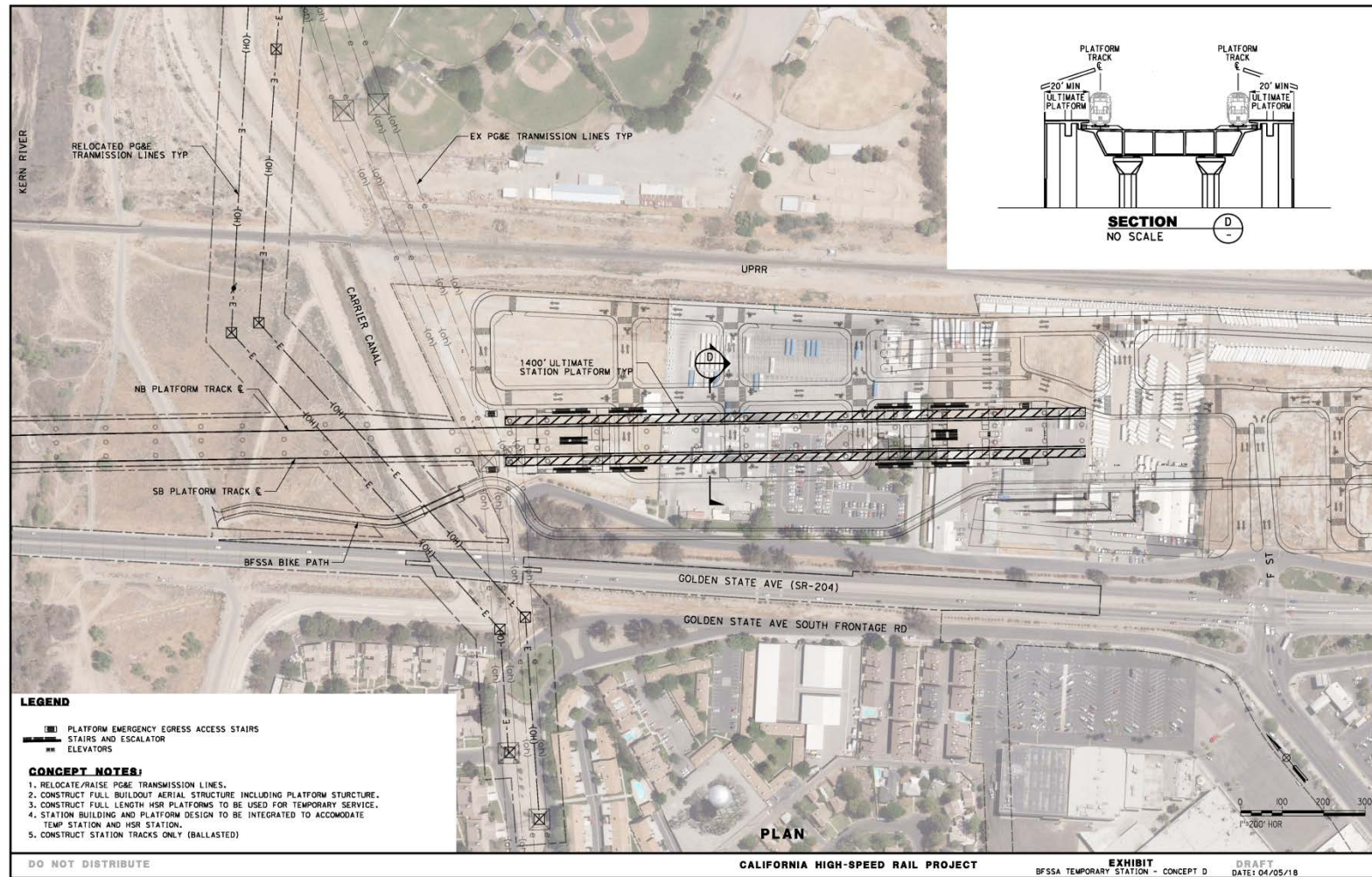


Figure 2-I-4 Interim Terminal Station Concept D

Regardless of the interim terminal station concept the Authority may select for development, the interim station may be in operation for up to 15 years depending on how land use and redevelopment patterns evolve in the surrounding neighborhoods. Planned redevelopment surrounding the F Street site as described in the Bakersfield Vision Plan may influence the need to construct the full buildout station.

Transportation

The Draft Supplemental EIR/EIS evaluated the traffic-related impacts associated with a fully operational station at the F Street site. The Authority may elect to develop the station in a phased approach depending on the anticipated ridership at the time of initial operation. As the 2018 Business Plan identifies, it is expected that the high-speed rail system will open in phases. This could mean that a Bakersfield station would become operational associated with a Central Valley Line first. It would serve more riders as the Silicon Valley to Central Valley Line becomes operational. The final configuration would be completed as further expansion of Phase 1 service occurs between San Francisco to Los Angeles and Anaheim.

During the early stages of operation ridership of the HSR is anticipated to be lower because HSR service may be limited. However, as full HSR service is provided in the future, including service to San Francisco and Los Angeles, ridership is expected to ramp up. Station parking facilities at the outset of operation would be developed consistent with the anticipated ridership, as they become financially viable. Likewise, the full buildout roadway network surrounding the station may not be required to support early operations. However, to provide a conservative environmental analysis, the interim terminal station evaluated in this Technical Appendix assumes full buildout of the roadway network surrounding the F Street Station (consistent with the Draft Supplemental EIR/EIS analysis).

Construction Impacts. Construction-related traffic impacts associated with development of the interim terminal station at F Street would be somewhat less than those reported in Section 3.2 of the Draft Supplemental EIR/EIS because the extent of development at the proposed station site would be less involved and smaller in scale than the full buildout station, resulting in a shorter construction period. For example, the Authority would construct parking features commensurate with the level of ridership that is expected for the interim terminal station and would not construct the full buildout parking facilities until warranted by the ridership numbers. However, most heavy construction, which would cause the greatest number of temporary road closures and detours, is associated with clearing the HSR right-of-way, constructing the system foundation, structures, railroad bed, installing the rails, and constructing the HSR stations. The construction of track work north of the proposed F Street Station site would be the same whether servicing an interim terminal station or not. Therefore, construction-related traffic impacts for development of the interim terminal station at F Street would be similar to the construction-related impacts identified in Section 3.2.4.3 (Impact #5) the Draft Supplemental EIR/EIS. Under the interim terminal station scenario, construction-related traffic impacts are anticipated to be less than significant under CEQA.

Operational Impacts. Train operations and use of the interim terminal station would require roadway modifications including road terminations, rerouting, and overcrossings/undercrossings. Appendix 2-A in the Draft Supplemental EIR/EIS provides a list of roadways that would be affected by the F-B LGA from Shafter to Bakersfield and the type of modification that would be necessary to operate the HSR. Because the interim terminal station scenario would not require the immediate development of track work south and east of the F Street Station site, it is anticipated that not all of the Appendix 2-A roadway modifications south and east of the interim terminal station would be required. Changes in vehicle movements and flow and property access as a result of the Appendix 2-A roadway modifications are described in Section 3.2 in the Draft Supplemental EIR/EIS. These impacts (operations of the roadway network) all relate to construction of the rail alignment, which would be the same for the interim terminal station option as those described for operation of the full buildout station because the same infrastructure would be used. As for the F Street Station, traffic from passengers arriving at/departing from the interim terminal station would be less than the full buildout station at the same location because of

anticipated lower ridership than evaluated in the Draft Supplemental EIR/EIS.⁴ Related, benefits from reduced regional congestion as inter-regional trips divert from auto to the HSR also would be lower under the interim terminal station scenario, similar to the lower benefits that would be achieved during the early stages of full HSR service as ridership ramps up. Under the interim terminal station scenario, operation-related traffic impacts are anticipated to be less than significant under CEQA with the implementation of applicable mitigation measures. Transportation mitigation measures are listed in Section 3.2.6 of the Draft Supplemental EIR/EIS.

Air Quality and Global Climate Change

The Draft Supplemental EIR/EIS evaluated the air quality and global climate change impacts associated with a fully operational station at the F Street site. The Draft Supplemental EIR/EIS analysis considered the full Fresno to Bakersfield Section, with the F-B LGA (including the full buildout F Street Station) as a component of the full section. Under the interim terminal station scenario, station development would occur at a smaller scale than envisioned for the full buildout of the F Street Station, with the track south and east of the F Street Station location not being immediately constructed.

Construction Impacts. Construction of the interim terminal station at F Street would require the use of various diesel fueled off-road construction equipment, trucks associated with material hauling, workers commuting to the project site, and fugitive dust emissions associated with construction activities. These emissions are a subset of the construction emissions estimated for the Fresno to Bakersfield Section of the HSR System because operation of the interim terminal station at the F Street site would not require the construction of track south and east of the interim terminal station. Consistent with the mitigation measures outlined in Section 3.3.8 of the Draft Supplemental EIR/EIS, efforts would be made to reduce the emissions from operation of the construction equipment and material hauling. Any remaining emissions above the thresholds after implementation of reductions to the equipment and vehicles would be offset to net zero through a Voluntary Emission Reduction Agreement entered into with the San Joaquin Valley Air Pollution Control District to offset the emissions within the San Joaquin Valley Air Basin in the same year that they occur. As described in the Draft Supplemental EIR/EIS, the greenhouse gas emissions resulting from the F-B LGA and full buildout F Street Station construction would be offset in less than 12 months of the HSR operations because of car and plane trips removed in the Fresno to Bakersfield area. The interim terminal station at F Street would similarly remove car and plane trips. Therefore, construction-related air quality and global climate change impacts for development of the interim terminal station at the F Street location would be similar to the construction-related impacts identified in the Draft Supplemental EIR/EIS. Under the interim terminal station scenario, construction-related air quality impacts are anticipated to be less than significant under CEQA with the implementation of applicable mitigation measures. Air quality and global climate change mitigation measures are listed in Section 3.3.8 of the Draft Supplemental EIR/EIS.

Operational Impacts. The operational air quality analysis documented in Section 3.3 of the Draft Supplemental EIR/EIS considered the full Fresno to Bakersfield Section, with the F-B LGA as a component of the full section. Implementation of the full buildout Fresno to Bakersfield Section HSR project is predicted to have a beneficial effect on (i.e., reduce) statewide emissions of CO, NO_x, ROG, SO_x, PM₁₀, PM_{2.5}, and greenhouse gases (expressed in terms of CO₂e). The entire Fresno to Bakersfield Section with the inclusion of the F-B LGA would have a beneficial effect on (i.e., reduce) statewide emissions of all applicable pollutants, as compared to the existing conditions. Similarly, operation of the interim terminal station at the F Street location would have a beneficial effect on statewide emissions, when compared to the existing conditions; however, it is anticipated that the benefits associated with the interim terminal station at F Street would not reach the level of benefit of the full buildout F Street Station because ridership of the HSR is

⁴ The Draft Supplemental EIR/EIS evaluates impacts based upon a level of HSR ridership that is higher than the interim service ridership.

anticipated to be lower during the early stages of operation and ramp up as full HSR service is provided. Under the interim terminal station scenario, operation-related air quality impacts are anticipated to be less than significant under CEQA.

Noise and Vibration

The Draft Supplemental EIR/EIS evaluated the noise and vibration impacts associated with a fully operational station at the F Street site. The frequency of train operation under the interim terminal station scenario may be less frequent than under full buildout. For example, the Authority would construct parking features commensurate with the level of ridership that is expected for the interim terminal station and would not construct the full buildout parking facilities until warranted by the ridership numbers. However, to provide a conservative environmental analysis, the interim terminal station evaluated in this Technical Appendix assumes the frequency of train operation (and resultant noise and vibration impacts) would be consistent with the full buildout scenario (as evaluated in the Draft Supplemental EIR/EIS).

Construction Impacts. Construction-related noise and vibration impacts would be the same as described in Section 3.4 (Noise and Vibration) of the Draft Supplemental EIR/EIS except the duration of construction noise would be shorter since the extent of development at the proposed station site would be less involved than under the full buildout station scenario. Therefore, construction-related noise and vibration impacts for development of the interim terminal station at F Street would be similar to the construction-related impacts identified in the Draft Supplemental EIR/EIS. Under the interim terminal station scenario, construction-related noise and vibration impacts are anticipated to be less than significant under CEQA with the implementation of applicable mitigation measures. Noise and vibration mitigation measures are listed in Section 3.4.6 of the Draft Supplemental EIR/EIS.

Operational Impacts. Operational noise impacts associated with the interim terminal station at the F Street location would be similar to those impacts identified in the Draft Supplemental EIR/EIS. Operations at the interim terminal station would have the potential to result in moderate or severe noise impacts on noise-sensitive receivers in the vicinity of the interim terminal station. Therefore, Noise Barrier No. 5 (refer to Table 3.4-27 and Figure 3.4-10 in the Draft Supplemental EIR/EIS) would be constructed to the southern terminus of the temporary platform to mitigate for operational noise impacts associated with the interim terminal station. Operation of the interim terminal station scenario may result in severe noise impacts following implementation of mitigation measures; however, operational impacts at the interim terminal station are not anticipated to result in more severe noise impacts than what will occur with full buildout of the F Street Station. Under the interim terminal station scenario, project noise impacts with the implementation of mitigation measures may still remain significant under CEQA.

Other operational noise impacts related to ridership, such as noise from vehicle travel to and from stations, would be less under the interim terminal station scenario than as evaluated in the Draft Supplemental EIR/EIS. The noise analysis for the F-B LGA included an assessment of impacts caused by vehicles traveling to and from the F Street Station. As described in Section 3.4 of the Draft Supplemental EIR/EIS, those impacts were found to be less than significant under CEQA. Because there would be fewer passengers accessing the interim terminal station when compared to the full buildout station at the F Street location, the noise impacts caused by vehicle traffic related to the interim terminal station would be less than those reported in the Draft Supplemental EIR/EIS. Under the interim terminal station scenario, operation-related traffic noise impacts are anticipated to be less than significant under CEQA.

Operational vibration impacts at the interim terminal station would be similar to those identified in the Draft Supplemental EIR/EIS for the full buildout station at the F Street location. Like the full buildout station, the interim terminal station would not generate vibration levels as no vibration-generating track equipment would be used. Under the interim terminal station scenario, there would be no operational vibration impacts under CEQA.

Electromagnetic Fields/Electromagnetic Interference

The Draft Supplemental EIR/EIS evaluated electromagnetic field/electromagnetic interference levels within a geographical area dependent on the project footprint. The interim terminal station would be located within the same disturbance footprint that was evaluated in the Draft Supplemental EIR/EIS.

Construction Impacts. Construction impacts from electromagnetic fields (EMF) and electromagnetic interference (EMI) would be the same for construction of the interim terminal station, as described in Section 3.5 of the Draft Supplemental EIR/EIS, except the duration of construction-related EMF/EMI impacts would be shorter. Under the interim terminal station scenario, construction-related EMF/EMI impacts are anticipated to be less than significant under CEQA.

Operational Impacts. Operation of the interim terminal station at F Street would result in similar impacts to those identified in the Draft Supplemental EIR/EIS (Section 3.5.4). No sensitive receptors were identified within 1,000 feet of the F-B LGA; and because the interim terminal station would be constructed within the full buildout F Street Station footprint, the interim terminal station would not be closer to sensitive receptors than the full buildout F Street Station. Under the interim terminal station scenario, operation-related EMF/EMI impacts are anticipated to be less than significant under CEQA.

Public Utilities

The Draft Supplemental EIR/EIS evaluated impacts on public utilities based on the project footprint and anticipated utility demands associated with a fully operational station at the F Street site. The interim terminal station would be located within the same disturbance footprint that was evaluated in the Draft Supplemental EIR/EIS.

Construction Impacts. The construction impacts on public utilities and energy for the interim terminal station at the F Street location are the same as or less than the impacts described within Section 3.6 of the Draft Supplemental EIR/EIS. The types of impacts for an interim use on public utilities and energy would not differ from the types disclosed in the Draft Supplemental EIR/EIS because utility interference and relocation impacts are related to the construction footprint. Similar to the analysis included in the Draft Supplemental EIR/EIS, overhead electricity transmission towers are located in the vicinity of the interim terminal station. Under Concepts B, C, and D, towers would need to be relocated, similar to the analysis in the Draft Supplemental EIR/EIS where towers would require relocation and an increase in height to maintain clearance. Similar to the analysis in the Draft Supplemental EIR/EIS (Section 3.6.4), construction of the interim terminal station may require upgrades to existing PG&E infrastructure to meet the projected power demands of the HSR system.

Similar to the analysis provided in the Draft Supplemental EIR/EIS, if high-risk utilities related to petroleum, natural gas, and electrical facilities have to be relocated for the construction of the HSR infrastructure, the Authority would work with utility owners to identify the most suitable relocation procedures for pipelines, power lines, and electrical substations. In compliance with state law (California Government Code Section 4216), the construction contractor would use a utility locator service and manually probe for buried utilities within the construction footprint prior to initiating ground-disturbing activities. This would avoid accidental disruption of utility services.

Consistent with standard practice, utility-related facilities would be relocated prior to the disconnection of the original facility to alleviate the potential for service disruptions. Where overhead transmission lines cross the alignment, the Authority and the utility owner may determine that it is best to place the line underground. In this case, the utility would be placed in a conduit. Where existing underground utilities, such as gas and petroleum pipelines, cross the alignment, these utilities would be placed in a protective casing.

Water and energy demand as well as waste generation during construction of the interim terminal station would be lower than projected in the Draft Supplemental EIR/EIS, given the reduced footprint and density of development at the site.

Under the interim terminal station scenario, construction-related public utilities and energy impacts are anticipated to be less than significant under CEQA.

Operational Impacts. Operational impacts would generally be the same as discussed in the Section 3.6 of the Draft Supplemental EIR/EIS with regards to potential for conflicts with, and reduced access to, existing utilities. Like the full buildout F Street Station, the interim terminal station would use water from the municipal systems of Bakersfield; however, the demand for water at the interim terminal station site would be substantially less than for the full buildout F Street Station given the reduced footprint and density of development at the site. There would also be a commensurate reduction in the amount of wastewater generated at the site. Waste generation and energy consumption would also be reduced as a result of the reduced size and density of development at the interim terminal station site when compared to the F Street Station at full buildout. Under the interim terminal station scenario, operation-related public utilities and energy impacts are anticipated to be less than significant under CEQA.

Biological Resources and Wetlands

Section 3.7 of the Draft Supplemental EIR/EIS evaluated the potential for direct and indirect impacts on biological resources based on the project footprint. The interim terminal station would be located within the same disturbance footprint that was evaluated in the Draft Supplemental EIR/EIS.

Construction Impacts. The construction impacts on biological resources and jurisdictional waters for the interim terminal station at F Street are the same or less than as described in Section 3.7 of the Draft Supplemental EIR/EIS for the full buildout F Street Station. Biological and jurisdictional waters impacts are related to the construction footprint, and the interim terminal station footprint would be developed within the full buildout F Street Station footprint. For completeness, however, those footprint impacts for the interim terminal station are discussed below.

Impacts to Habitats. The habitats impacted by construction of the full buildout station at the F Street location include urban and barren habitats. The urban and barren habitats provide suitable habitat for the following special-status wildlife species (Table 3.7-7 in the Draft Supplemental EIR/EIS):

- Golden eagle
- Swainson's hawk
- White-tailed kite
- American peregrine falcon
- Bald eagle
- Nelson's antelope squirrel
- Tipton kangaroo rat
- San Joaquin kit fox
- Western burrowing owl
- American badger
- Pallid bat
- Western mastiff bat
- Western red bat

The interim terminal station at the F Street location would be of reduced size compared to the full buildout station; therefore, impacts to habitats that have the potential to support special-status species under the interim terminal station scenario would be less than under the full buildout scenario. Under the interim terminal station scenario, construction-related impacts to habitats are anticipated to be less than significant under CEQA with the implementation of applicable mitigation measures. Biological resources mitigation measures are listed in Section 3.7.5 of the Draft Supplemental EIR/EIS.

Habitats of Concern. Habitats of concern include special-status plant communities, critical habitat for protected species, essential fish habitat, and conservation areas. There is no critical habitat for protected species or essential fish habitat within the full buildout F Street Station footprint. The

interim terminal station at the F Street location would be developed within the full buildout station footprint; therefore, the interim terminal station would not impact habitats of concern, similar to the full buildout F Street Station. Under the interim terminal station scenario, there would be no construction-related impacts to habitats of concern under CEQA.

Wildlife Movement Corridors. The major linkage identified in the F-B LGA is associated with the Kern River. The Kern River is located immediately north of but outside of the full buildout F Street Station footprint. Although the infrastructure would not impede movement of aquatic species, under the full buildout scenario construction activities associated with the track north of the station site could obstruct wildlife movement and migration through the Kern River linkage for between two to five consecutive years, resulting in greater impacts to wildlife using the linkage. Implementation of Mitigation Measure BIO-MM-#52, Construction in Wildlife Movement Corridors, would reduce impacts in wildlife movement corridors to less than significant under CEQA. It is anticipated that the construction of the interim terminal station at the F Street Station location would be of shorter duration than the full buildout station so impacts should be of shorter duration; however, construction of track work accessing the interim terminal station would require implementation of Mitigation Measure BIO-MM-#52. Under the interim terminal station scenario, construction-related impacts to wildlife movement corridors are anticipated to be less than significant under CEQA with the implementation of applicable mitigation measures. Biological resources mitigation measures are listed in Section 3.7.5 of the Draft Supplemental EIR/EIS.

Operational Impacts. As described above, all impacts to biological resources and jurisdictional waters for both HSR infrastructure and interim terminal station at the F Street location relate to construction. There are no operational biological resources and wetlands impacts associated with operation of the interim terminal station.

Hydrology and Water Resources

Section 3.8 of the Draft Supplemental EIR/EIS evaluated the potential for hydrology and water quality impacts based in part on the project footprint and construction methods. The interim terminal station would be located within the same disturbance footprint that was evaluated in the Draft Supplemental EIR/EIS, and construction activities would be required to adhere to the same permits and regulatory requirements as the implementation of a fully operational station at the F Street site.

Construction Impacts. Impacts of construction of the interim terminal station at the F Street location on water resources would be the same (or less) compared to the full buildout station because the development footprint evaluated in Section 3.8 of the Draft Supplemental EIR/EIS considers the full buildout and interim terminal station footprint. Similar to the fully operational F Street Station evaluated in the Draft Supplemental EIR/EIS, the Kern River is the only major watercourse that would be crossed by the track servicing the interim terminal station.

Construction of the interim terminal station at the F Street location would adhere to the requirements set forth by the Construction General Permit as required by Avoidance and Minimization Measure HYD-AM #3; therefore, construction-related hydrology and water resources impacts associated with the interim terminal station would be the same or less than the construction of the full buildout station at F Street. Under the interim terminal station scenario, construction-related hydrology and water resources impacts are anticipated to be less than significant under CEQA with the implementation of applicable mitigation measures. Hydrology and water resources mitigation measures are listed in Section 3.8.5 of the Draft Supplemental EIR/EIS.

Operational Impacts. There would be no impacts to hydrology and water resources resulting from operation of the interim terminal station at the F Street location.

Geology, Soils, Seismicity, and Paleontological Resources

Section 3.9 of the Draft Supplemental EIR/EIS evaluated the potential for impacts associated with geologic resources, soils, geologic hazards, and paleontological resources based on the project

footprint. The interim terminal station would be located within the same disturbance footprint that was evaluated in the Draft Supplemental EIR/EIS.

Construction Impacts. Impacts of construction and operations of the interim terminal station at the F Street location related to geologic resources, soils, the effects of geologic hazards, and paleontological resources would be the same as described in Section 3.9 of the Draft Supplemental EIR/EIS. The impacts in this resource area all relate to construction of the HSR infrastructure which is the same (or less because of the reduced footprint) for the interim terminal station scenario. Under the interim terminal station scenario, construction-related geology, soils, seismicity, and paleontological resources impacts are anticipated to be less than significant under CEQA.

Operational Impacts. There are no impacts to geologic resources, soils, and paleontological resources resulting from operation of the interim terminal station at the F Street Station location.

Hazardous Materials and Wastes

Section 3.10 of the Draft Supplemental EIR/EIS evaluated impacts associated with hazardous materials and waste based on the ground disturbance area and the anticipated use, storage, and disposal of hazardous materials and wastes within the project area. The interim terminal station would be located within the same disturbance footprint that was evaluated in the Draft Supplemental EIR/EIS.

Construction Impacts. Potential construction impacts to hazardous materials and waste are linear in nature and tied to the amount and length of construction. Therefore, the potential impacts of the construction of the interim terminal station at the F Street site would be less than the construction impacts as described within Section 3.10 of Draft Supplemental EIR/EIS. Construction of the interim terminal station would affect 0 medium-risk and 1 high-risk site of potential environmental concern (PEC). Standard best management practices (BMP) and avoidance measures would be incorporated during design and construction of the interim terminal station, in coordination with regulatory agencies. PEC sites would also be further investigated as necessary before right-of way acquisition and would be remediated to the extent necessary before interim terminal station construction.

The construction of the interim terminal station would also result in a temporary increase in the transportation, use, and storage of hazardous materials. Cleanup of PEC sites and demolition of existing structures, if needed, would result in a temporary increase in waste disposal. The project could also encounter unknown hazardous materials during construction. Routine transport, use, storage, and disposal of hazardous materials are governed by numerous laws, regulations, and ordinances. The anticipated routine use and disposal of hazardous materials and wastes during construction and the potential for accidental releases would be similar (but reduced) for the interim terminal station as described within Section 3.10 of the Draft Supplemental EIR/EIS. Demolition of any temporary structures associated with the interim terminal station would comply with standard BMPs and avoidance measures as identified in Section 3.10.5 of the Draft Supplemental EIR/EIS. Under the interim terminal station scenario, construction-related hazardous materials and wastes impacts are anticipated to be less than significant under CEQA with the implementation of applicable mitigation measures. Hazardous materials and wastes mitigation measures are listed in Section 3.10.6 of the Draft Supplemental EIR/EIS.

Operational Impacts. Operational impacts of the interim terminal station at the F Street site would be the same as those described in Section 3.10 of the Draft Supplemental EIR/EIS. Under the interim terminal station scenario, operation-related hazardous materials and wastes impacts are anticipated to be less than significant under CEQA.

Safety and Security

Section 3.11 of the Draft Supplemental EIR/EIS analyzed potential safety issues related to the construction and operation of the F-B LGA and full buildout F Street Station, which would be similar for the interim terminal station at F Street.

Construction Impacts. The construction-related impacts for safety and security for the interim terminal station at F Street are the same impacts as disclosed in the Draft Supplemental EIR/EIS for the full buildout station at F Street. See Section 3.11 of the Draft Supplemental EIR/EIS. Under the interim terminal station scenario, construction-related safety and security impacts are anticipated to be less than significant under CEQA.

Operational Impacts. The safety and security operation impacts for the interim terminal station at the F Street location would be similar to those identified in Section 3.11.4 of the Draft Supplemental EIR/EIS for the full buildout station. The interim terminal station would be monitored and surveilled similar to the full buildout station at the F Street location. Given the lower ridership expected during early operation, the potential for undesirable activities at the interim terminal station site could arise posing an increased chance for vandalism or security threats. Implementation of access control and security monitoring systems and the presence of security personnel (as discussed in Impact S&S-#16 in the Draft Supplemental EIR/EIS) would reduce successful criminal activities at the interim terminal station. Therefore, operational safety and security impacts at the interim terminal station are anticipated to be less than significant under CEQA.

Socioeconomics and Communities

Section 3.12 of the Draft Supplemental EIR/EIS evaluated the potential for community impacts and economic effects based on the project footprint. Many of these impacts are related to the displacement and relocation of residences, businesses, agricultural operations, and community facilities as a result of property acquisitions for the F-B LGA and the full buildout F Street Station. The interim terminal station would be located within the same disturbance footprint that was evaluated in the Draft Supplemental EIR/EIS.

Construction Impacts. As the interim terminal station would be constructed in the same footprint as the full buildout station, construction impacts would be the same as described in the Draft Supplemental EIR/EIS. Construction of the interim terminal station would affect property tax revenues by converting private land to public uses, but these reduced tax revenues would be offset by the increase in sales tax revenues due to project spending. Because of the reduced footprint of the interim terminal station, the interim terminal station would result in fewer construction jobs and would be less disruptive to the loss of tax revenue than construction of the full buildout station. Under the interim terminal station scenario, construction-related socioeconomics and communities impacts are anticipated to be less than significant under CEQA.

Operational Impacts. The operational impacts from the interim terminal station would be similar to those of the full buildout station at F Street. The effects on property and sales tax revenues would be similar because the same commercial and industrial business relocations would be required at the station site. In addition, only a few maintenance jobs would be created for operation of the interim terminal station leading to very limited job-creation. Under the interim terminal station scenario, operation-related socioeconomics and communities impacts are anticipated to be less than significant under CEQA.

Station Planning, Land Use, and Development

Impacts to land use from the construction and operation of the interim terminal station at the F Street location would generally be the same as disclosed in Section 3.13 of the Draft Supplemental EIR/EIS for the full buildout F Street Station. The interim terminal station would permanently convert the same types of land uses because it is within the current F-B LGA footprint, but would reduce the overall acreage of land converted for the station given the smaller footprint. Impacts to adjacent land uses would generally be the same as for the full buildout F

Street Station, given that the interim terminal station would serve the same use as an HSR Station, despite its reduced size.

Regardless of the interim terminal station concept the Authority may select for development, the interim station may be in operation for up to 15 years depending on the availability of project funding and the level of land use development in the surrounding communities.

The May 2018 City of Bakersfield High-Speed Rail Station Area Plan (Vision Plan) lays the groundwork for future development in Downtown Bakersfield using a phased development approach over a 30-year timeline. The first 10-year period (2015-2025) focuses on strengthening the historic core of Downtown and connecting it to the Mill Creek Entertainment District. The second 10-year period (2025-2035) focuses on preparing the Downtown area to connect to and develop a new node of activity around the future HSR station. The multimodal infrastructure proposed during the first and second development phases would improve access and connectivity to and from the station area, regardless of whether the interim station or the F Street Station is in operation at the time of build-out of the Vision Plan.

The third and final 10-year period (2035-2045) for implementing the Vision Plan is intended to coincide with the full build-out of the HSR system. The third phase focuses on responding to continued growth around the HSR station and spreading its economic and other benefits equitably across Downtown and its adjacent neighborhoods. The construction and placement of the Interim Terminal Station and the Vision Plan will require careful planning, coordination, and collaboration to optimize and implement sustainable and resilient growth in Downtown Bakersfield. Redevelopment surrounding the F Street site as identified in the Vision Plan may influence the need to construct the full buildout station sooner. Implementation of the Vision Plan could also influence the ultimate station configuration.

Under the interim terminal station scenario, construction-related and operation-related station planning, land use, and development impacts are anticipated to be less than significant under CEQA.

Agricultural Lands

Section 3.14 of the Draft Supplemental EIR/EIS evaluated the potential for impacts on agricultural resources based on the project footprint and its location relative to agricultural lands. The interim terminal station would be located within the same disturbance footprint that was evaluated in the Draft Supplemental EIR/EIS.

Construction Impacts. The interim terminal station would be located in an urbanized area of the City of Bakersfield; therefore, under CEQA there would be no impacts to agricultural land resulting from construction of the interim terminal station at the F Street Station location.

Operational Impacts. The interim terminal station would be located in an urbanized area of the City of Bakersfield; therefore, under CEQA there are no impacts to agricultural land resulting from operations of the interim terminal station at the F Street Station location.

Parks, Recreation, and Open Space

Section 3.15 of the Draft Supplemental EIR/EIS evaluated the potential for impacts associated with parks, recreation, and open space based on the project footprint and its location relative to these land uses. The interim terminal station would be located within the same disturbance footprint that was evaluated in the Draft Supplemental EIR/EIS.

Construction Impacts. The Kern River Parkway is the only park, recreation, or open space facility that would be directly impacted by the interim terminal station footprint. Since the interim terminal station at the F Street site would be located within the F-B LGA footprint analyzed in the Draft Supplemental EIR/EIS, indirect impacts from construction of the interim terminal station would be the same or less than those analyzed in Section 3.15 of the Draft Supplemental EIR/EIS given the lower intensity of construction required for the interim terminal station. No school recreational facilities would be directly or indirectly affected by interim terminal station construction. The types of construction impacts would be the same as those described in Section 3.15 of the Draft

Supplemental EIR/EIS and include temporary and localized impacts to access, noise, dust, and air quality and visual quality degradation.

Permanent effects and impacts include the acquisition of parklands. For the interim terminal station construction and operation, 0.66 acre of Kern River Parkway would have to be acquired. Mitigation for this significant impact is described in Section 3.15 of the Draft Supplemental EIR/EIS. Under the interim terminal station scenario, construction-related parks, recreation, and open space impacts are anticipated to be less than significant under CEQA with the implementation of applicable mitigation measures. Parks, recreation, and open space mitigation measures are listed in Section 3.15.6 of the Draft Supplemental EIR/EIS.

Operational Impacts. Operational characteristics of the interim terminal station at the F Street site would not have noise, air quality or other issues or impacts greater than the full buildout F Street Station, as evaluated in the Draft Supplemental EIR/EIS, that would negatively affect parks or school recreation facilities. Under the interim terminal station scenario, operation-related parks, recreation, and open space impacts are anticipated to be less than significant under CEQA with the implementation of applicable mitigation measures. Parks, recreation, and open space mitigation measures are listed in Section 3.15.6 of the Draft Supplemental EIR/EIS.

Aesthetics and Visual Resources

Section 3.16 of the Draft Supplemental EIR/EIS evaluated impacts associated with aesthetics based on the proposed design for the F-B LGA, including the full buildout F Street Station, and its location relative to key viewpoints (KVP). The interim terminal station would involve similar design features as the full buildout F Street Station and would be located within the same Landscape Units, as described below.

Construction Impacts. Construction impacts on aesthetics and visual resources associated with the interim terminal station at F Street would be the same as for construction of the HSR as described within Section 3.16 of the Draft Supplemental EIR/EIS. These construction impacts would be temporary in nature and relate to sources of light, glare, and visual nuisance, which would be avoided and minimized by construction specifications and practices. Under the interim terminal station scenario, construction-related aesthetics and visual resources impacts are anticipated to be less than significant under CEQA with the implementation of applicable mitigation measures. Aesthetics and visual resources mitigation measures are listed in Section 3.16.6 of the Draft Supplemental EIR/EIS.

Operational Impacts. Many of the impacts to visual resources from interim service operations at the F Street location would result from elevated guideways or relocated transmission lines whose bulk and mass cannot be reduced; the impacts for the interim terminal station are the same as for the full buildout station described in the Draft Supplemental EIR/EIS because the impacts stem from the infrastructure and would be within the same Landscape Units (Kern River Landscape Unit and the Central Bakersfield Landscape Unit) as previously assessed. Table 2-I-1, below, provides a summary of visual quality changes and impacts at KVPs in the Kern River Landscape Unit and the Central Bakersfield Landscape Unit that would result from the construction and operation of the interim terminal station. Figure 3.16-12 in the Draft Supplemental EIR/EIS shows locations of representative and key views in the Kern River Landscape Unit, and Figure 3.16-14 shows locations of representative and key views in the Central Bakersfield Landscape Unit.

Table 2-I-1 Summary of Visual Quality Changes and Impacts at Key Viewpoints (KVP) Along the Interim Terminal Station

KVP Locations	Visual Quality Rating – Existing	Visual Quality Rating – With Interim Terminal Station	Viewer Response	CEQA Impacts
City of Bakersfield				
Kern River Landscape Unit				
Kern River Parkway Bike Trail (KVP 7)	Moderately High	Moderate	High	Significant
Central Bakersfield Landscape Unit				
KVP 8	Low	Moderately Low	Moderately High to High	No Impact

The interim terminal station's visual impacts would be the same as or less than those evaluated in Section 3.16 of the Draft Supplemental EIR/EIS. The introduction of an elevated viaduct with an interim platform visible from KVP 7 on the Kern River Parkway Bike Trail, and the relocation of transmission lines, would reduce the intactness of the visual environment, causing visual quality to decline from moderately high to moderate. In an area with highly sensitive recreational viewers, the interim terminal station would have a significant impact under CEQA with implementation of the mitigation measures described in Section 3.16.6 in the Draft Supplemental EIR/EIS. The interim terminal station, depending on its exact location, also could alter views from KVP 8 along State Route 204. However, because this area currently has expansive surface parking lots, generic commercial architecture, and a vacant lot, its visual quality is low. Whereas the proposed F Street Station would introduce a building with distinctive and attractive architecture, improving visual quality to a moderate level, the interim terminal station would have a more basic and functional appearance. Nonetheless, it is expected that the interim terminal station would incrementally improve visual quality as seen from KVP 8 to moderately low. Therefore, similar to the proposed F Street Station, the interim terminal station would have no adverse impact under CEQA.

Cultural Resources

Section 3.17 of the Draft Supplemental EIR/EIS evaluated the potential for impacts on cultural resources based on the project footprint. The interim terminal station would be located within the same disturbance footprint that was evaluated in the Draft Supplemental EIR/EIS.

Construction Impacts. Construction of the interim terminal station would occur in the urbanized area of Bakersfield within the footprint identified for the full buildout station. The full buildout station footprint (which includes the interim terminal station footprint) has been evaluated for its potential to affect historic architectural resources and would have the potential to affect undisturbed prehistoric archaeological sites. See Section 3.17 of the Draft Supplemental EIR/EIS. Under the interim terminal station scenario, construction-related cultural resources impacts are anticipated to be less than significant under CEQA with the implementation of applicable mitigation measures. Cultural resources mitigation measures are listed in Section 3.17.6 of the Draft Supplemental EIR/EIS.

Operational Impacts. Operation of the interim terminal station would not impact archaeological resources. Operation of the interim terminal station could have the potential to result in impacts to built environment resources; however, none of the built environment resources identified in Section 3.17 of the Draft Supplemental EIR/EIS are located within the station footprint. Under the

interim terminal station scenario, operation-related cultural resources impacts are anticipated to be less than significant under CEQA.

Environmental Justice

Chapter 5 of the Draft Supplemental EIR/EIS evaluated the potential for the project to result in disproportionately high and adverse human health or environmental impacts on minority and low-income populations. The interim terminal station would be located within the same disturbance footprint that was evaluated in the Draft Supplemental EIR/EIS.

Construction Impacts. As discussed in Section 5.6.3.1 of the Draft Supplemental EIR/EIS, construction activities associated with the F-B LGA would not result in disproportionately high and adverse effects on minority and low-income populations. Construction activities associated with the interim terminal station would be of shorter duration and would occur within a smaller footprint than the full buildout station evaluated in the Draft Supplemental EIR/EIS. Therefore, due to a shorter construction window and a smaller construction footprint, construction of the interim terminal station would not result in disproportionately high and adverse effects on minority and low-income populations, consistent with the analysis contained in Chapter 5 of the Draft Supplemental EIR/EIS. A discussion of construction-related impacts by resource topic is provided in Section 5.6.3.1 of the Draft Supplemental EIR/EIS. Because the interim terminal station footprint would be located within the disturbance footprint that was evaluated in the Draft Supplemental EIR/EIS, construction of the interim terminal station would not result in construction-related environmental justice impacts.

Operational Impacts. As shown in Table 5-3 of the Draft Supplemental EIR/EIS, operation of the F-B LGA would result in disproportionately high and adverse noise and vibration, socioeconomics and communities, and aesthetics and visual resources effects on low income and minority populations. Although fewer trains may operate initially as ridership ramps up, to provide a conservative environmental analysis, the analysis in this Technical Appendix assumes that the same number trains would operate under the interim terminal station scenario and result in the same number of severe operational noise impacts as the full buildout station. The noise and vibration impacts evaluated in Chapter 5 of the Draft Supplemental EIR/EIS would be consistent between the full buildout station and the interim terminal station scenarios.

Neither the development of the full buildout nor the interim terminal station would result in residential displacements; therefore, disproportionately high and adverse operational socioeconomics and communities impacts would not occur due to development at the station site.

Section 5.6.3 of the Draft Supplemental EIR/EIS provides a discussion of the environmental justice impacts related to aesthetics and visual resources impacts associated with the F-B LGA. It is anticipated that the interim terminal station would be of smaller scale than the full buildout station; therefore, it is anticipated that the number of residential dwellings from which the interim terminal station would be visible would not exceed the number of dwellings from which the full buildout station would be visible.

VOLUME III: ALIGNMENT PLANS

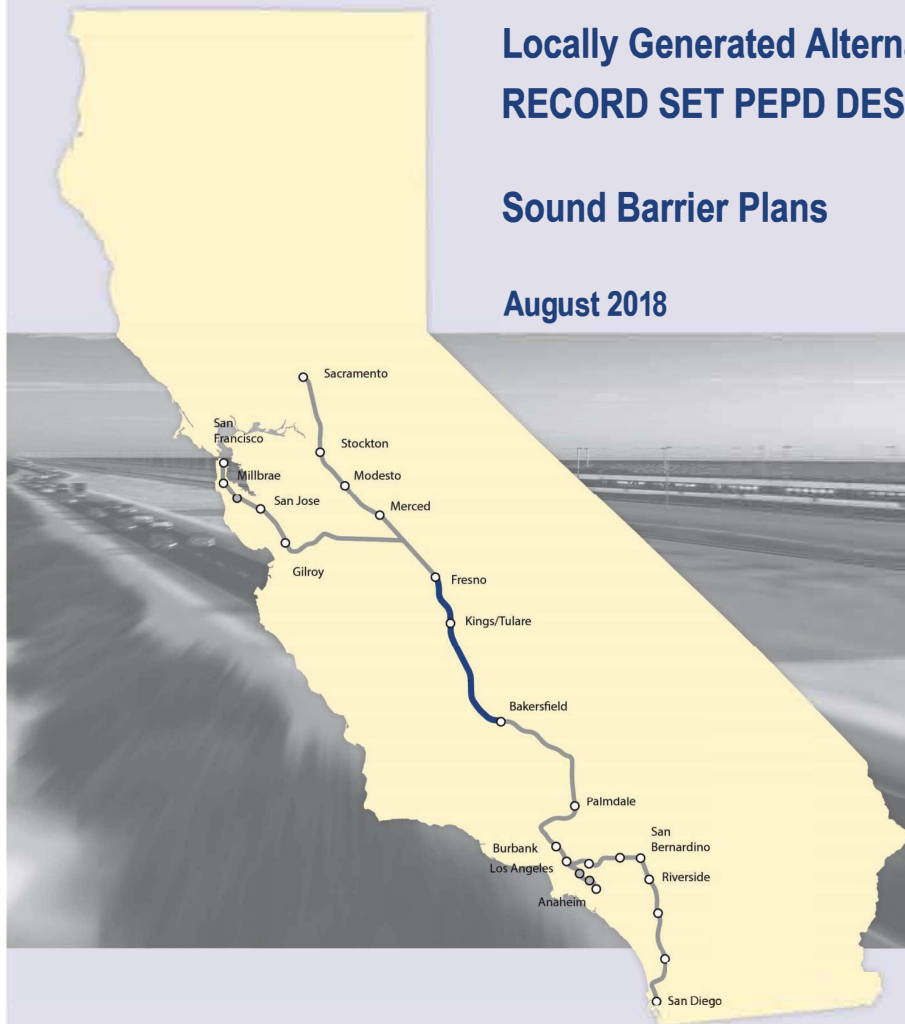
California High-Speed Rail Authority

Fresno to Bakersfield Section

**Locally Generated Alternative
RECORD SET PEPD DESIGN SUBMISSION**

Sound Barrier Plans

August 2018



DRAWING NO.	REV NO.	DRAWING DESCRIPTION
		TRACK GUIDEWAY
TT-B0001		INDEX OF DRAWINGS
TT-B0002		GENERAL - GENERAL NOTES
TT-B0003		GENERAL - ABBREVIATIONS AND SYMBOLS SHEET 1
TT-B0004		GENERAL - ABBREVIATIONS AND SYMBOLS SHEET 2
TT-B0005		TRACK GUIDEWAY - KEY MAP SHEET 1
TT-B0006		TRACK GUIDEWAY - KEY MAP SHEET 2
TT-B0007		TRACK GUIDEWAY - HORIZONTAL ALIGNMENT DATA TABLE
TT-B0008		TRACK GUIDEWAY - TYPICAL SECTIONS SHEET 1
TT-B0009		TRACK GUIDEWAY - TYPICAL SECTIONS SHEET 2
TT-B0010		TRACK GUIDEWAY - TYPICAL SECTIONS SHEET 3
TT-B0011		TRACK GUIDEWAY - TYPICAL SECTIONS SHEET 4
TT-B0012		TRACK GUIDEWAY - TYPICAL SECTIONS SHEET 5
TT-B0013		TRACK GUIDEWAY - TYPICAL SECTIONS SHEET 6
TT-B0014		TRACK GUIDEWAY - TYPICAL SECTIONS SHEET 7
TT-B0015		TRACK GUIDEWAY - TYPICAL SECTIONS SHEET 8
TT-B0016		TRACK GUIDEWAY - TYPICAL SECTIONS SHEET 9
TT-B0017		TRACK GUIDEWAY - TYPICAL SECTIONS SHEET 10
TT-B0018		TRACK GUIDEWAY - TYPICAL SECTIONS SHEET 11
TT-B0019		TRACK GUIDEWAY - TYPICAL SECTIONS SHEET 12
TT-B0020		TRACK GUIDEWAY - TYPICAL SECTIONS SHEET 13
TT-B0021		TRACK GUIDEWAY - TYPICAL SECTIONS SHEET 14
TT-B0022		TRACK GUIDEWAY - TYPICAL SECTIONS SHEET 15
TT-D1001		TRACK GUIDEWAY - STA 5890+00 TO 5890+00 - PLAN AND PROFILE
TT-D1002		TRACK GUIDEWAY - STA 5890+00 TO 5918+00 - PLAN AND PROFILE
TT-D1003		TRACK GUIDEWAY - STA 5918+00 TO 5946+00 - PLAN AND PROFILE
TT-D1004		TRACK GUIDEWAY - STA 5946+00 TO 5974+00 - PLAN AND PROFILE
TT-D1005		TRACK GUIDEWAY - STA 5974+00 TO 6002+00 - PLAN AND PROFILE
TT-D1006		TRACK GUIDEWAY - STA 6002+00 TO 6030+00 - PLAN AND PROFILE
TT-D1007		TRACK GUIDEWAY - STA 6030+00 TO 6058+00 - PLAN AND PROFILE
TT-D1008		TRACK GUIDEWAY - STA 6058+00 TO 6086+00 - PLAN AND PROFILE
TT-D1009		TRACK GUIDEWAY - STA 6086+00 TO 6114+00 - PLAN AND PROFILE
TT-D1010		TRACK GUIDEWAY - STA 6114+00 TO 6142+00 - PLAN AND PROFILE
TT-D1011		TRACK GUIDEWAY - STA 6142+00 TO 6170+00 - PLAN AND PROFILE
TT-D1012		TRACK GUIDEWAY - STA 6170+00 TO 6198+00 - PLAN AND PROFILE
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TT-D1014		TRACK GUIDEWAY - STA 6226+00 TO 6254+00 - PLAN AND PROFILE
TT-D1015		TRACK GUIDEWAY - STA 6254+00 TO 6282+00 - PLAN AND PROFILE
TT-D1016		TRACK GUIDEWAY - STA 6282+00 TO 6310+00 - PLAN AND PROFILE
TT-D1017		TRACK GUIDEWAY - STA 6310+00 TO 6338+00 - PLAN AND PROFILE
TT-D1018		TRACK GUIDEWAY - STA 6338+00 TO 6366+00 - PLAN AND PROFILE
TT-D1019		TRACK GUIDEWAY - STA 6366+00 TO 6394+00 - PLAN AND PROFILE
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TT-D1032		TRACK GUIDEWAY - STA 6730+00 TO 6758+00 - PLAN AND PROFILE
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TT-D1034		TRACK GUIDEWAY - STA 6786+00 TO 6814+00 - PLAN AND PROFILE
TT-D1035		TRACK GUIDEWAY - STA 6814+00 TO 6828+00 - PLAN AND PROFILE

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TT-D1037		TRACK GUIDEWAY - STA 6842+00 TO 6856+00 - PLAN AND PROFILE
TT-D1038		TRACK GUIDEWAY - STA 6856+00 TO 6870+00 - PLAN AND PROFILE
TT-D1039		TRACK GUIDEWAY - STA 6870+00 TO 6884+00 - PLAN AND PROFILE
TT-D1040		TRACK GUIDEWAY - STA 6884+00 TO 6912+00 - PLAN AND PROFILE
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TT-D1044		TRACK GUIDEWAY - STA 6996+00 TO 7024+00 - PLAN AND PROFILE
TT-D1045		TRACK GUIDEWAY - STA 7024+00 TO 7052+00 - PLAN AND PROFILE
TT-D1046		TRACK GUIDEWAY - STA 7052+00 TO 7080+00 - PLAN AND PROFILE
TT-D1047		TRACK GUIDEWAY - STA 7080+00 TO 7101+08 - PLAN AND PROFILE
TT-D1048		TRACK GUIDEWAY - STATION TRACKS - STA 0+00 TO 26+00 - PLAN AND PROFILE
TT-D1049		TRACK GUIDEWAY - STATION TRACKS - STA 26+00 TO 48+93 - PLAN AND PROFILE
TT-D1050		TRACK GUIDEWAY - STATION NB STORAGE TRACK - PLAN AND PROFILE
TT-D1051		TRACK GUIDEWAY - STATION SB STORAGE TRACK - PLAN AND PROFILE
TT-D1052		BNSF PLAN - STA 1002+00 TO STA 1033+00
TT-D1053		BNSF PLAN - STA 1033+00 TO STA 1063+00
TT-D1054		BNSF PLAN - STA 1063+00 TO STA 1094+00
TT-D1055		BNSF PLAN - STA 1094+00 TO STA 1129+89
TT-D1056		BNSF TOR PROFILE - STA 865+00 TO STA 916+00 - SHEET 1
TT-D1057		BNSF TOR PROFILE - STA 916+00 TO STA 972+00 - SHEET 2
TT-D1058		BNSF TOR PROFILE - STA 972+00 TO STA 1028+00 - SHEET 3
TT-D1059		BNSF TOR PROFILE - STA 1028+00 TO STA 1084+00 - SHEET 4
TT-D1060		BNSF TOR PROFILE - STA 1084+00 TO STA 1122+00 - SHEET 5

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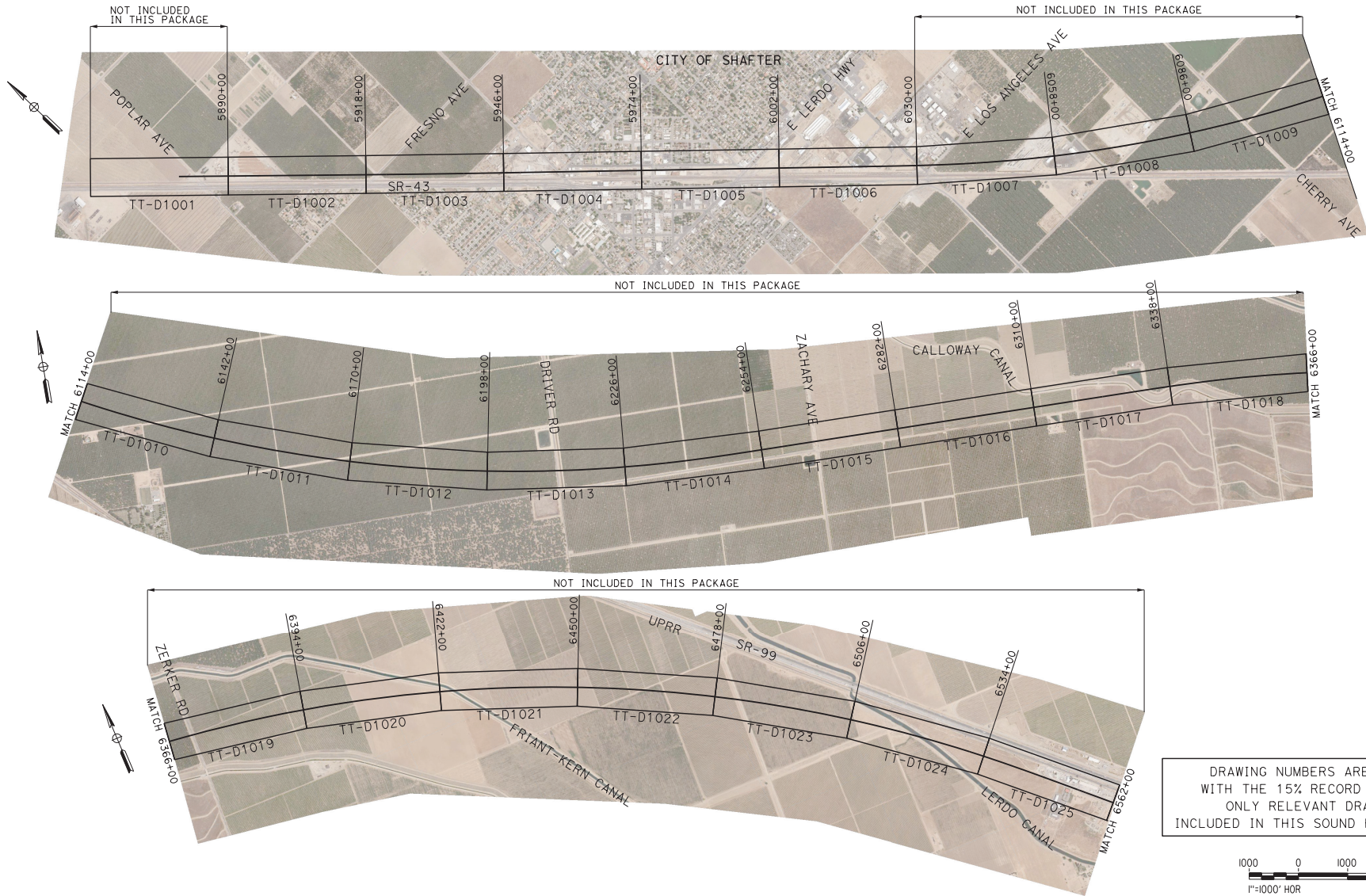
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CHECKED BY E. WINTERS
IN CHARGE P. PIENTON
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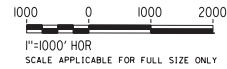


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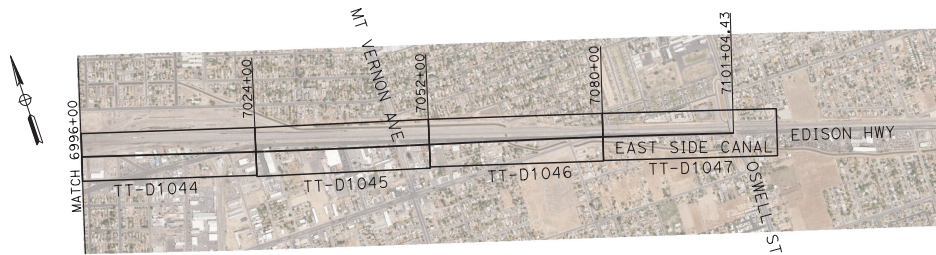
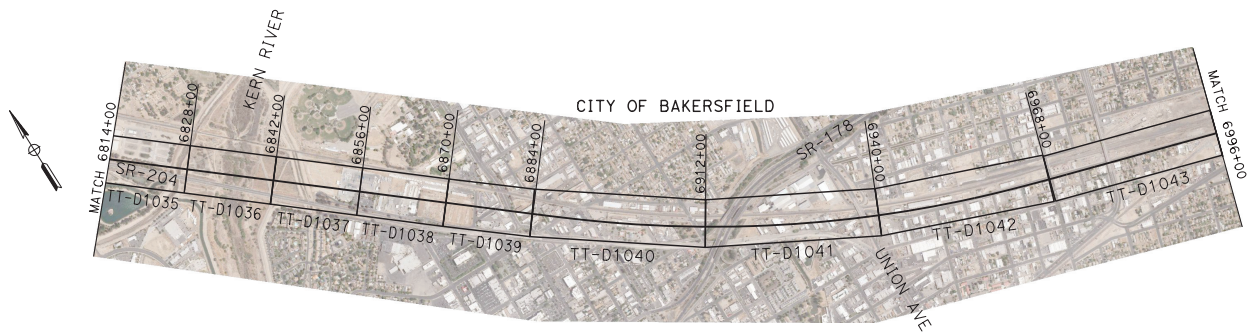
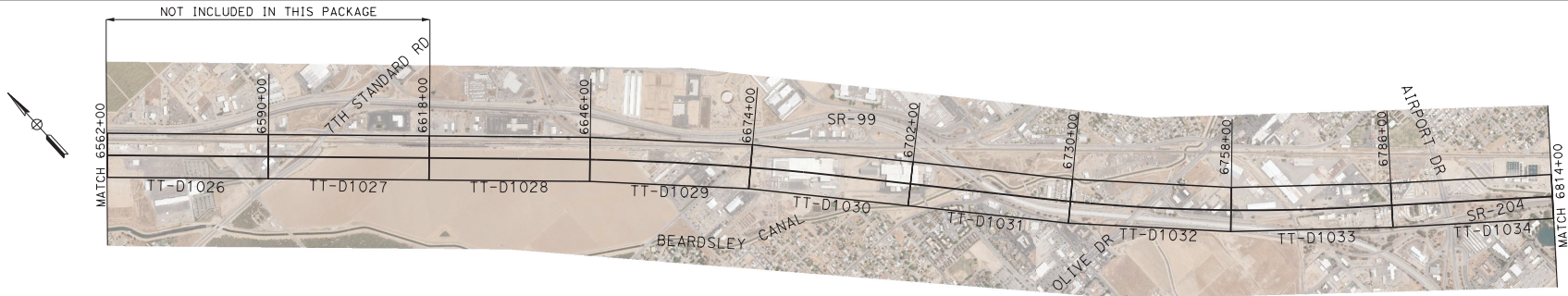
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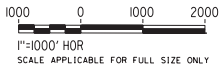


**CALIFORNIA HIGH-SPEED RAIL PROJECT
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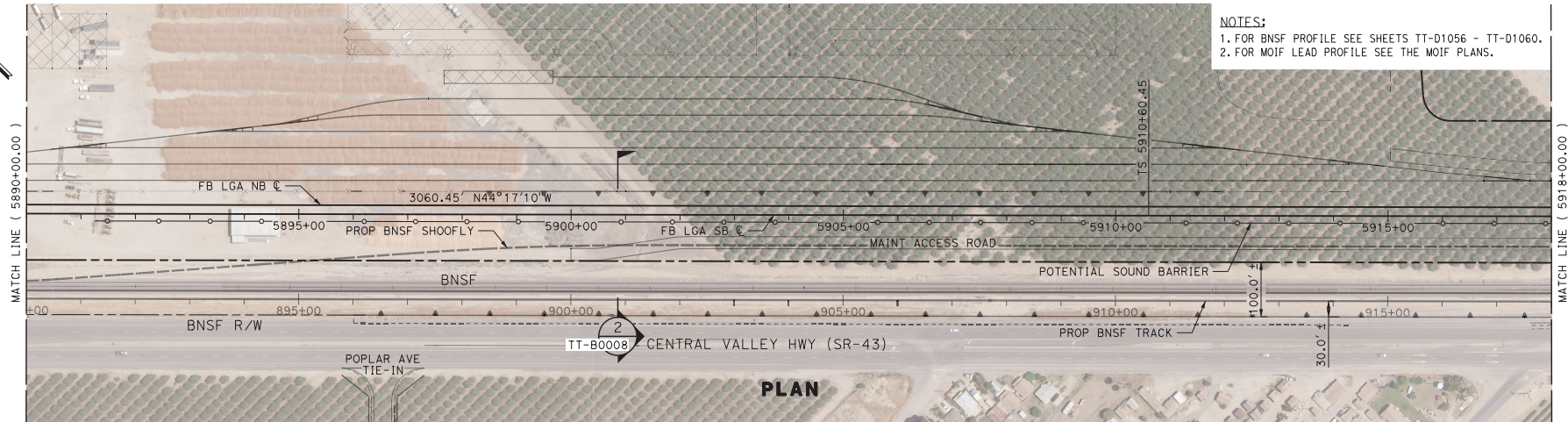
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**CALIFORNIA HIGH-SPEED RAIL PROJECT
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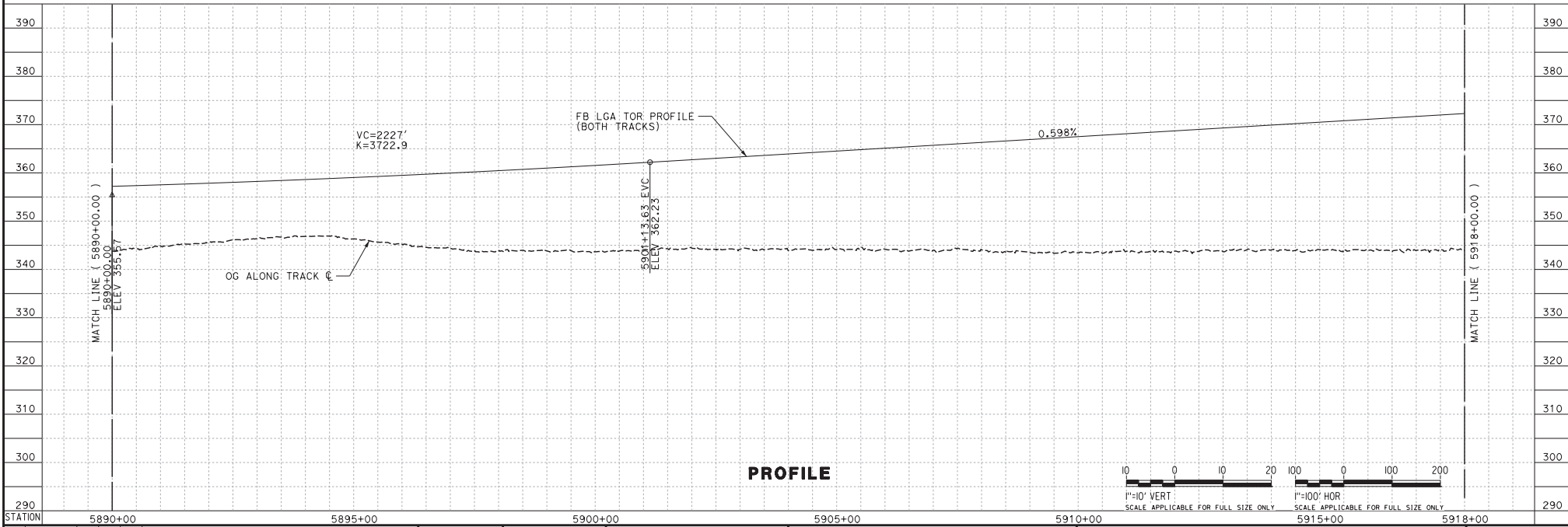
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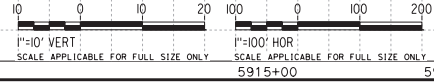


NOTES:
1. FOR BNSF PROFILE SEE SHEETS TT-D1056 - TT-D1060.
2. FOR MOIF LEAD PROFILE SEE THE MOIF PLANS.

PLAN



PROFILE



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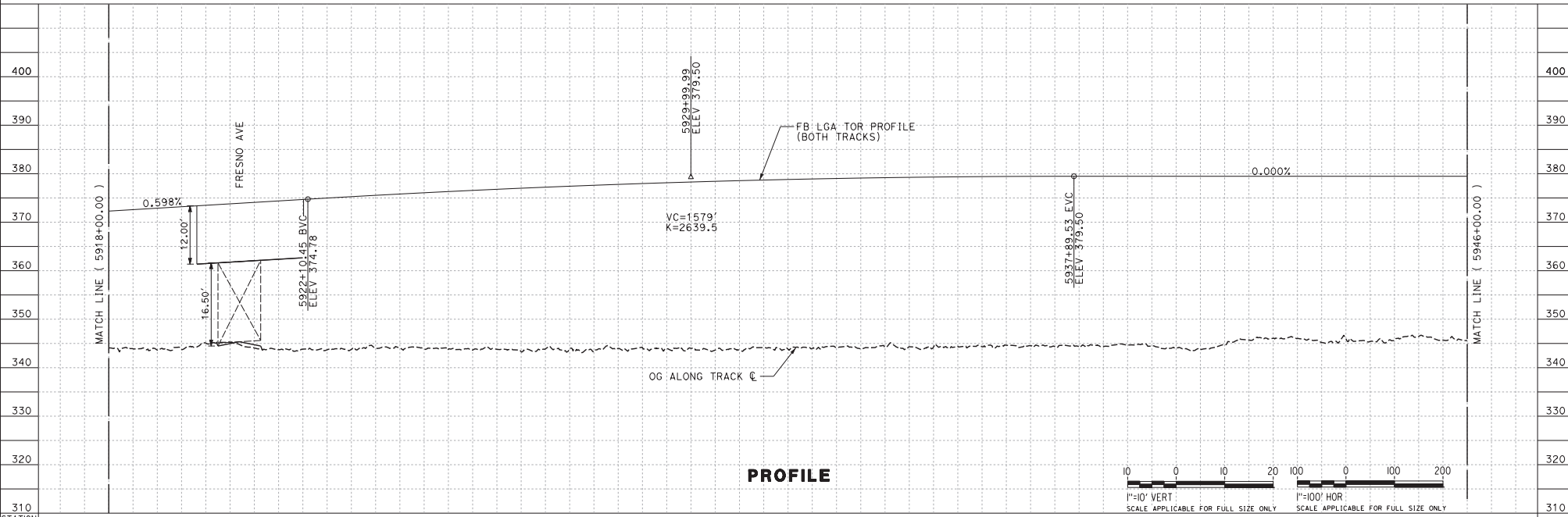
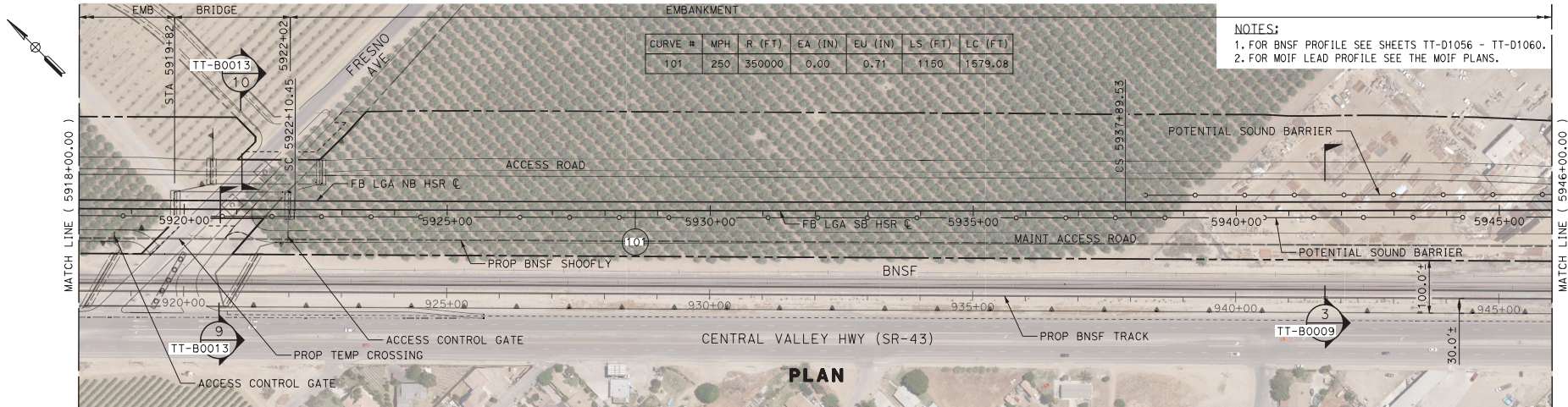


CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED RAIL PROJECT
FRESNO TO BAKERSFIELD
LOCALLY GENERATED ALTERNATIVE
TRACK GUIDEWAY
STA 5890+00 TO 5918+00
PROPOSED SOUND BARRIER

CONTRACT NO.
HSR13-44
DRAWING NO.
TT-D1002
SCALE
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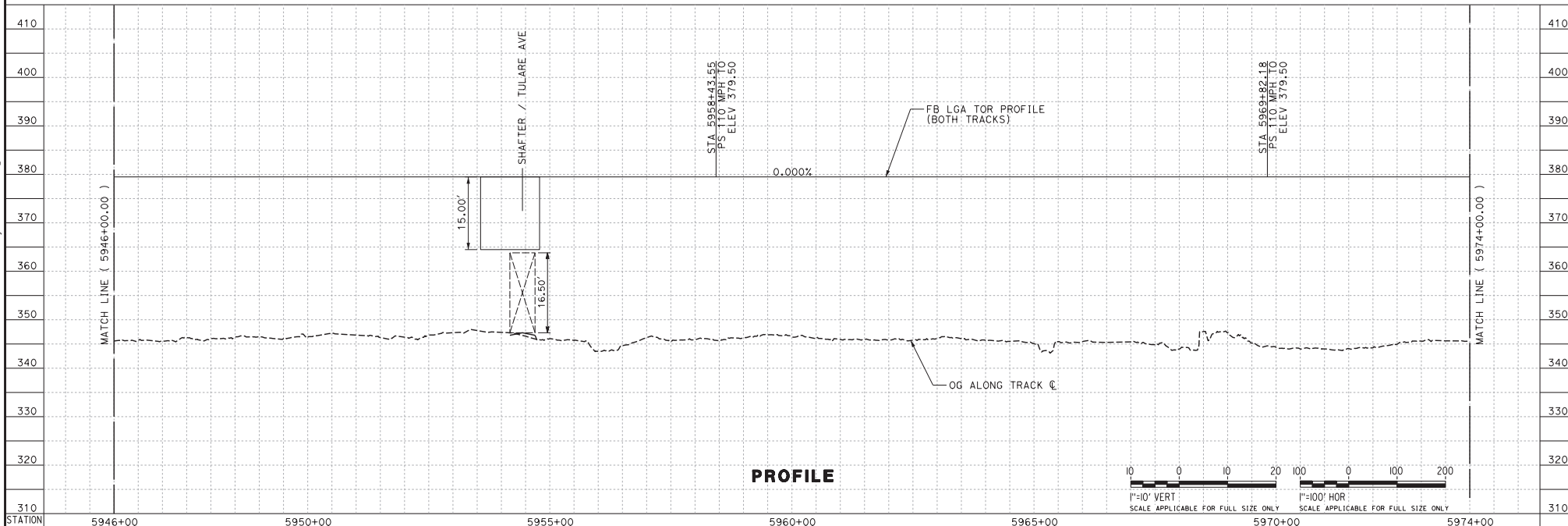
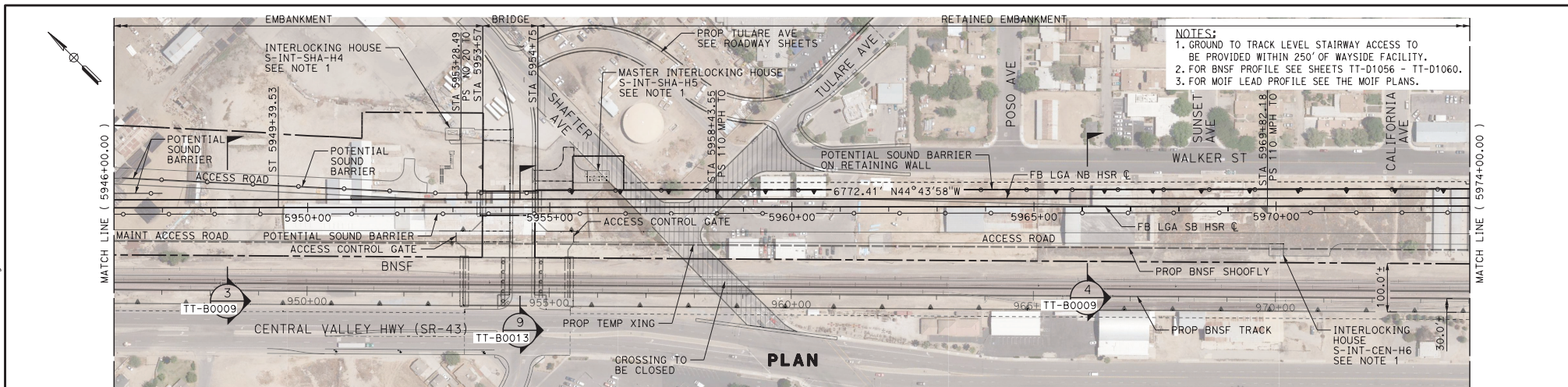
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CALIFORNIA HIGH-SPEED RAIL PROJECT
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STA 5918+00 TO 5946+00
PROPOSED SOUND BARRIER

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**CALIFORNIA HIGH-SPEED RAIL PROJECT
FRESNO TO BAKERSFIELD**

LOCALLY GENERATED ALTERNATIVE
TRACK GUIDEWAY

STA 5946+00 TO 5974+00
PROPOSED SOUND BARRIER

CONTRACT NO.
HSR13-44

DRAWING NO.
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SCALE
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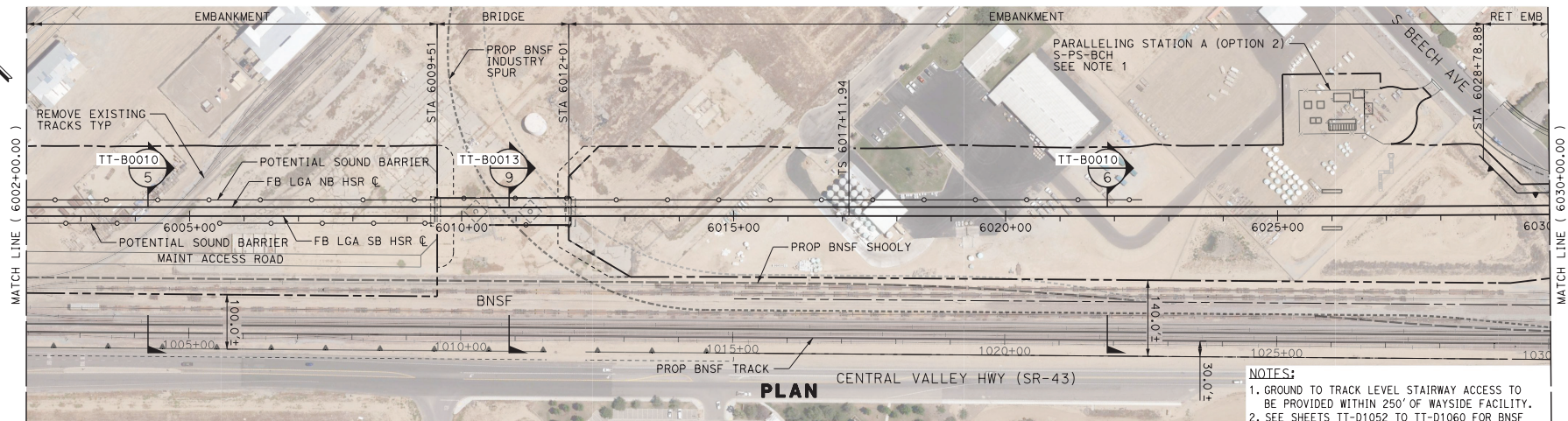
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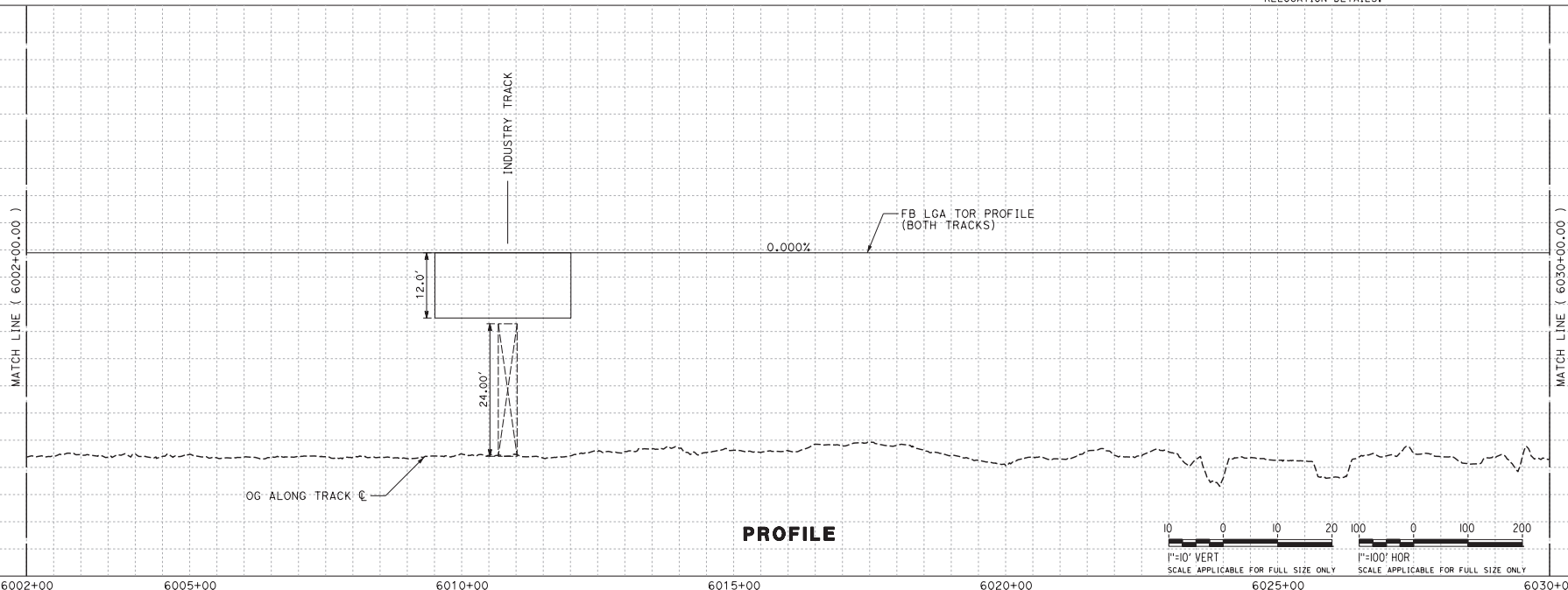
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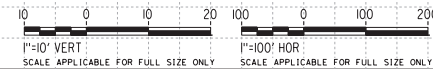


PLAN

- NOTES:
1. GROUND TO TRACK LEVEL STAIRWAY ACCESS TO BE PROVIDED WITHIN 250' OF WAYSIDE FACILITY.
 2. SEE SHEETS TT-D1052 TO TT-D1060 FOR BNSF RELOCATION DETAILS.



PROFILE



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P. PIENTON
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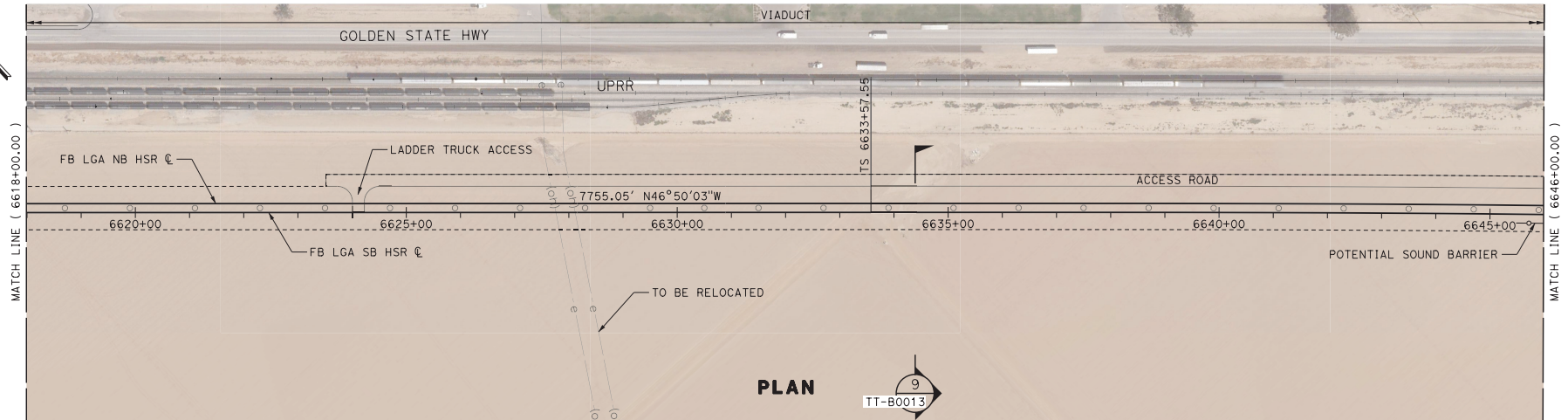


CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

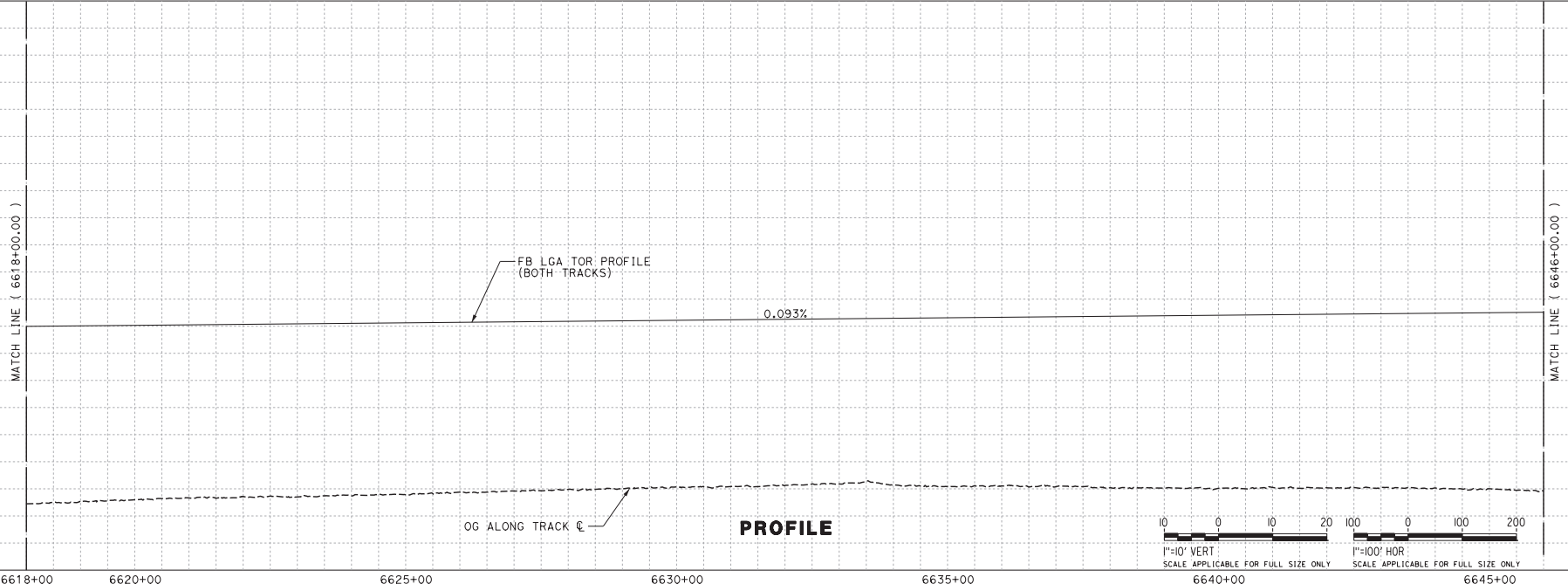
CALIFORNIA HIGH-SPEED RAIL PROJECT
FRESNO TO BAKERSFIELD
LOCALLY GENERATED ALTERNATIVE
TRACK GUIDEWAY
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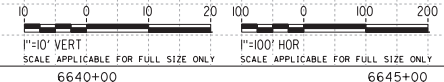
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PLAN



PROFILE



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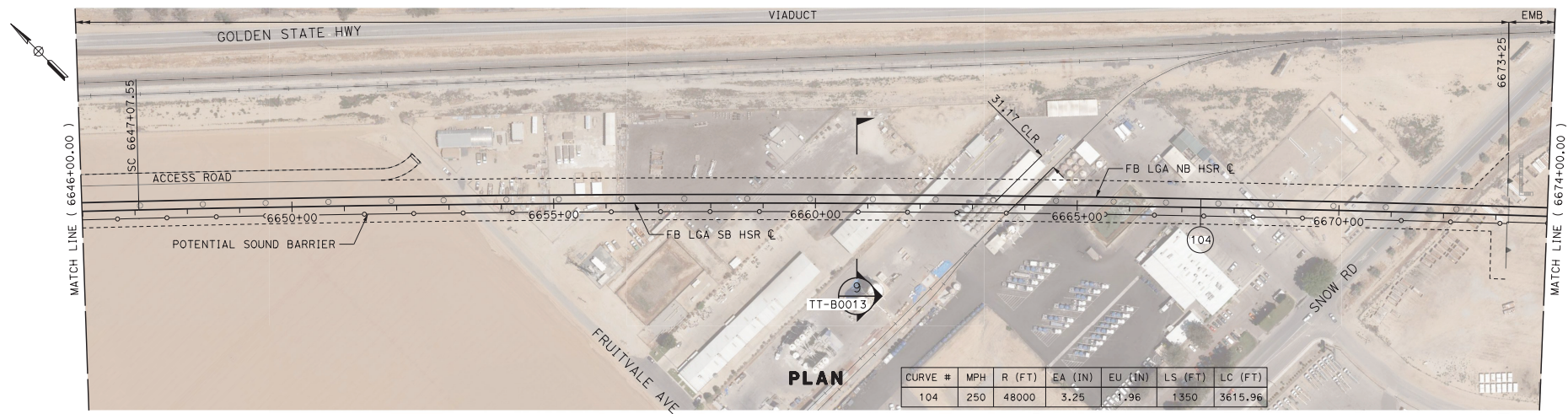
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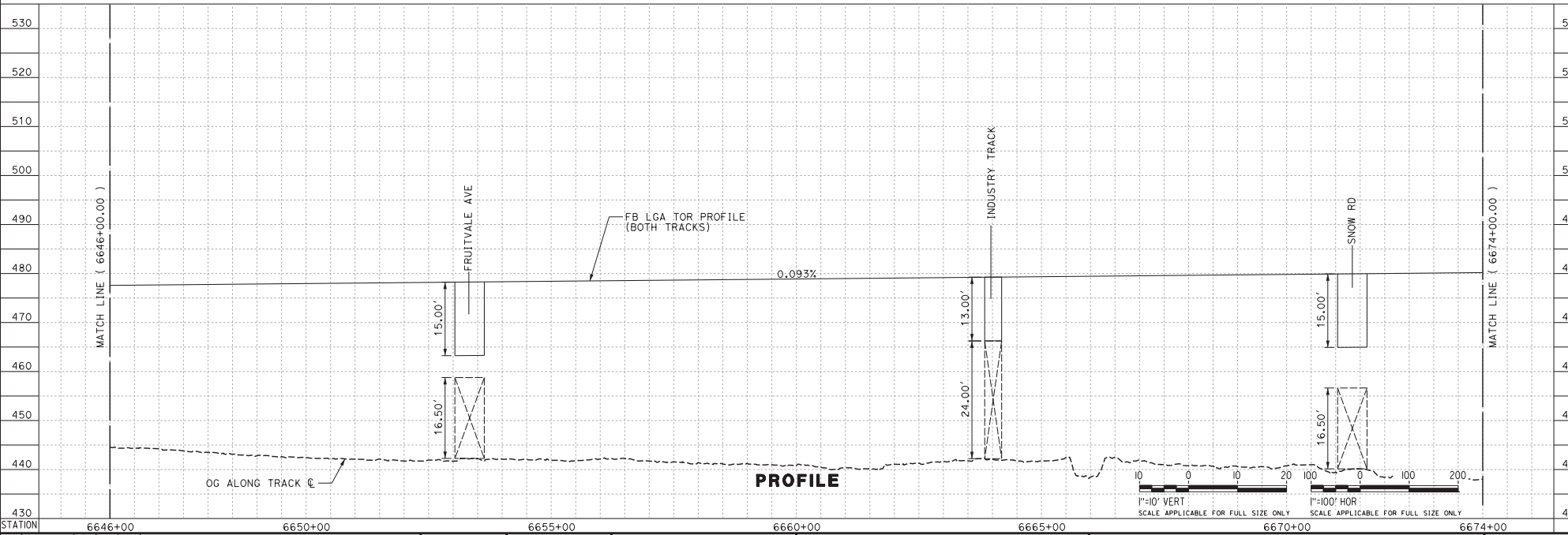
**CALIFORNIA HIGH-SPEED RAIL PROJECT
FRESNO TO BAKERSFIELD**
LOCALLY GENERATED ALTERNATIVE
TRACK GUIDEWAY
STA 6618+00 TO 6646+00
PROPOSED SOUND BARRIER

CONTRACT NO.
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AS SHOWN
SHEET NO.

Projects\701206\NBFSS\00 CAD Sheet Files\Sound Barrier\BFS5A-TT-D1029.dgn
#P:LTDRV\$#
#P:ENTBL\$#
TYL\Trejo 12/21/2016 10:00:20 PM



CURVE #	MPH	R (FT)	EA (IN)	EU (IN)	LS (FT)	LC (FT)
104	250	48000	3.25	1.96	1350	3615.96



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY J. TREJO
DRAWN BY T. WILKINSON
CHECKED BY E. WINTERS
IN CHARGE P. PIENTON
DATE 10/28/2016

RECORD SET
PED DESIGN
SUBMISSION

TYLIN INTERNATIONAL



CALIFORNIA HIGH-SPEED RAIL PROJECT
FRESNO TO BAKERSFIELD
LOCALLY GENERATED ALTERNATIVE
TRACK GUIDEWAY
STA 6646+00 TO 6674+00
PROPOSED SOUND BARRIER

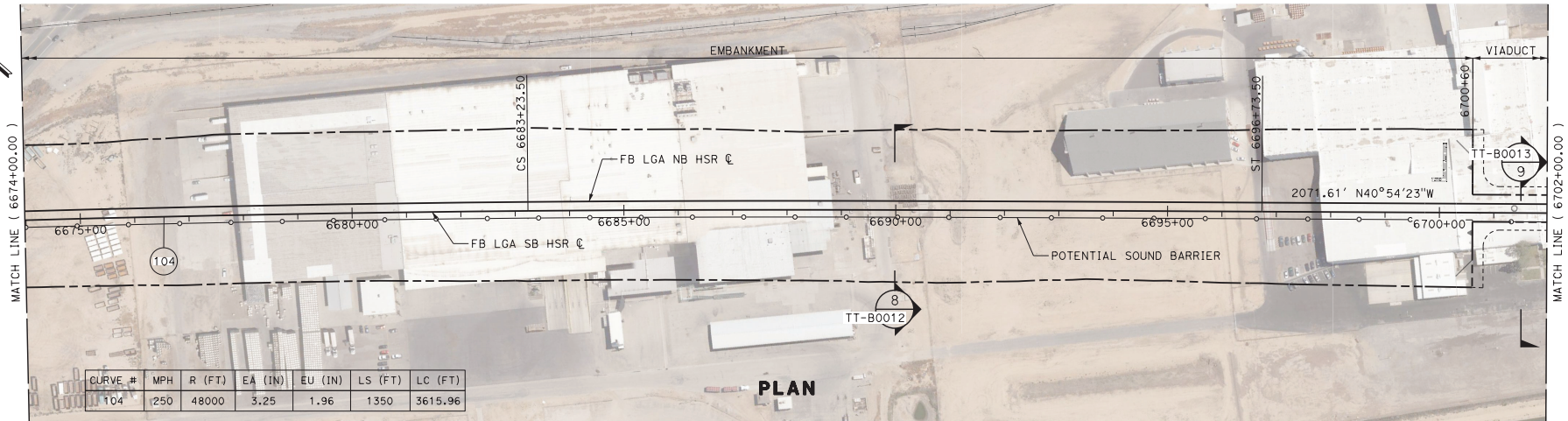
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HSR13-44
DRAWING NO.
TT-D1029
SCALE
AS SHOWN
SHEET NO.

Projects\701206\N.BFSS\00_CADD\Sheet Files\Sound Barrier\BFSSA-TT-D1030.dgn

#P1.DRV\$*

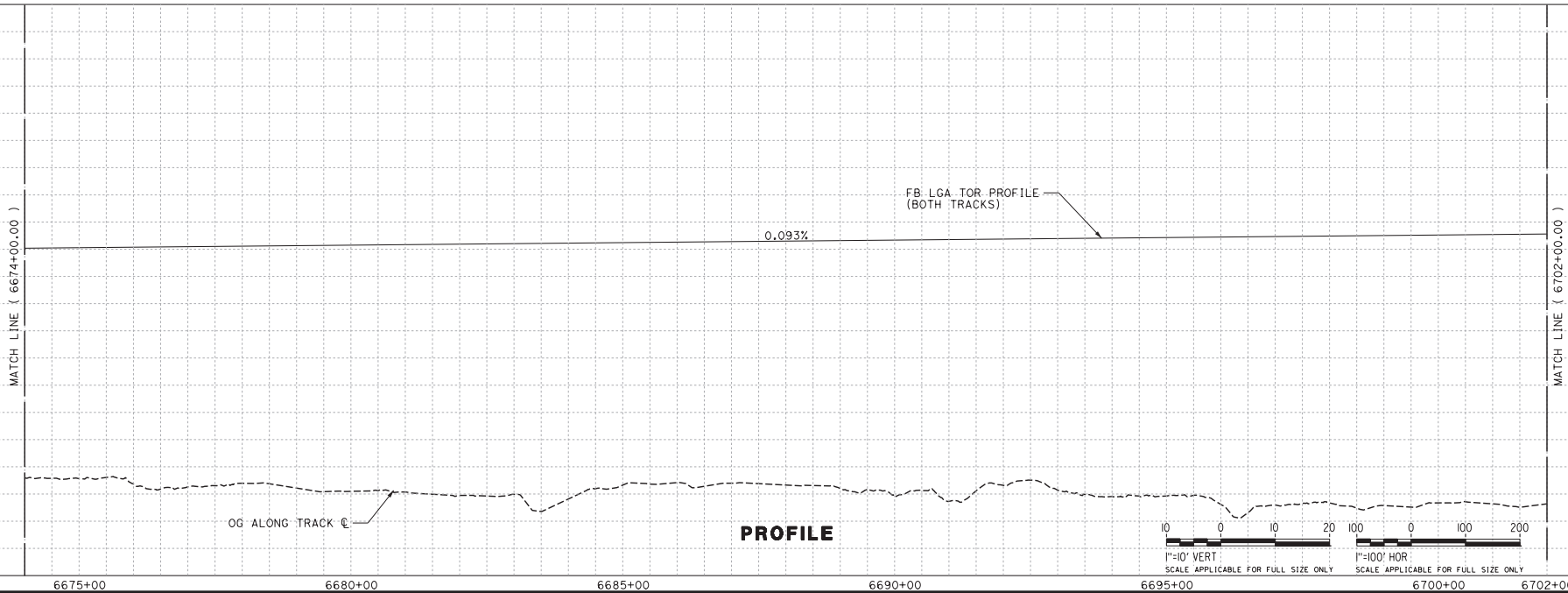
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TYL\jtrejo 12/21/2016 10:00:25 PM

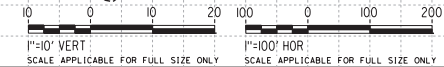


CURVE #	MPH	R (FT)	EA (IN)	EU (IN)	LS (FT)	LC (FT)
104	250	48000	3.25	1.96	1350	3615.96

PLAN



PROFILE



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY J. TREJO
DRAWN BY N. OLINO
CHECKED BY E. WINTERS
IN CHARGE P. PIENTON
DATE 10/28/2016

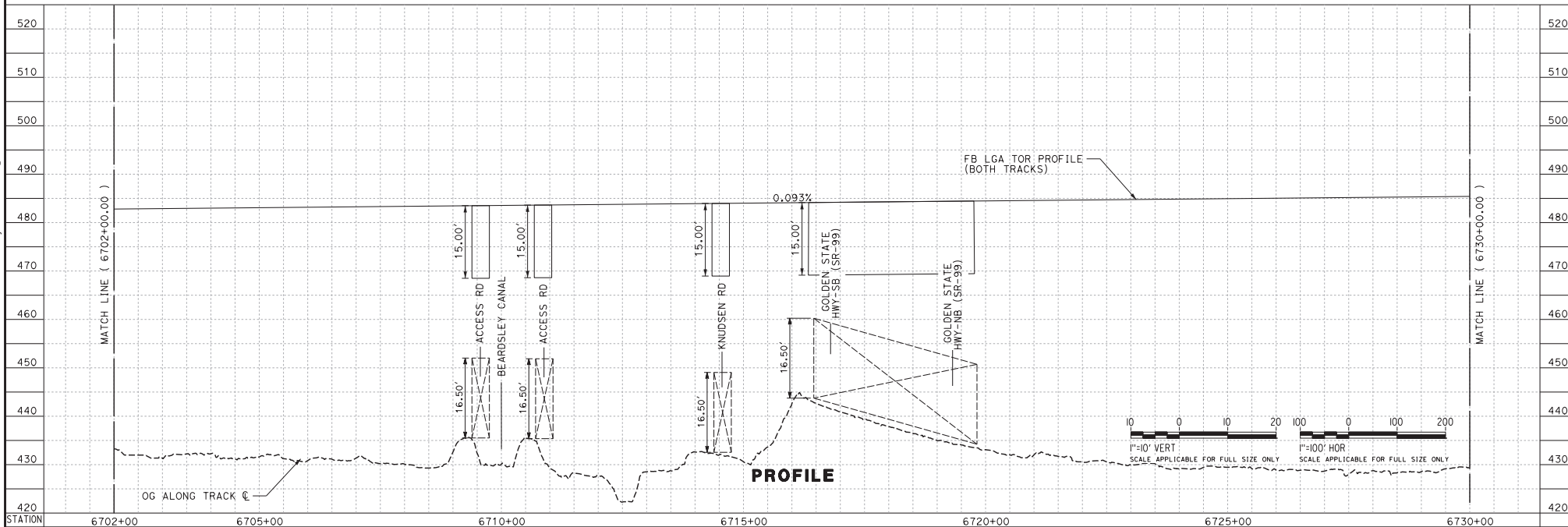
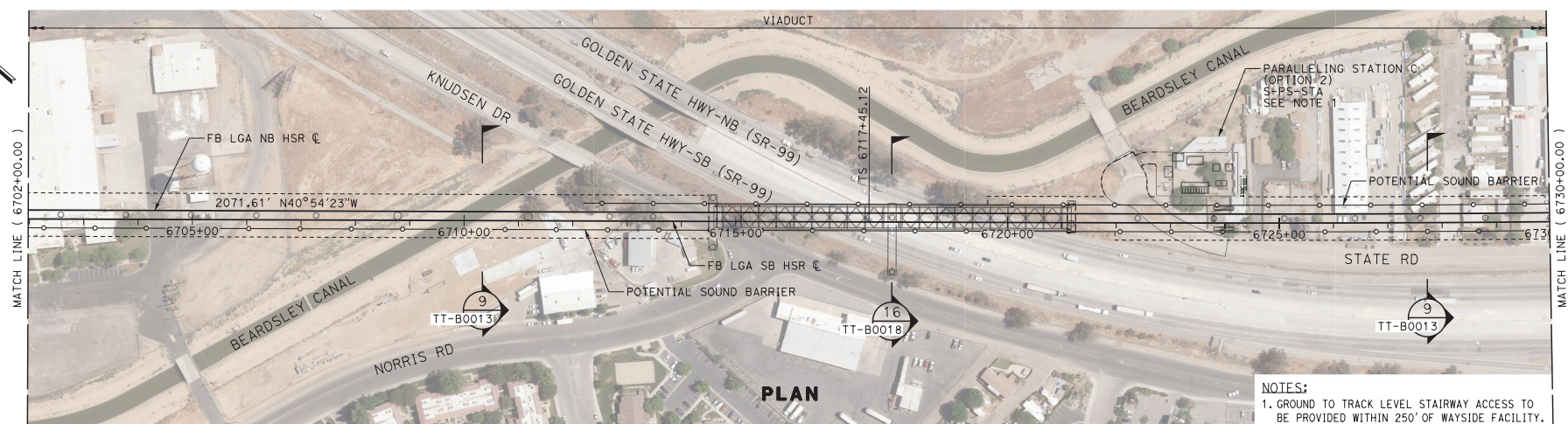
**RECORD SET
PED DESIGN
SUBMISSION**

TYLIN INTERNATIONAL



**CALIFORNIA HIGH-SPEED RAIL PROJECT
FRESNO TO BAKERSFIELD**
LOCALLY GENERATED ALTERNATIVE
TRACK GUIDEWAY
STA 6674+00 TO 6702+00
PROPOSED SOUND BARRIER

CONTRACT NO. HSR13-44
DRAWING NO. TT-D1030
SCALE AS SHOWN
SHEET NO.



						DESIGNED BY J. TREJO
						DRAWN BY N. OLINO
						CHECKED BY E. WINTERS
						IN CHARGE P. PIENTON
						DATE 10/28/2016
REV	DATE	BY	CHK	APP		DESCRIPTION

**RECORD SET
PEPD DESIGN
SUBMISSION**

TYLIN INTERNATIONAL

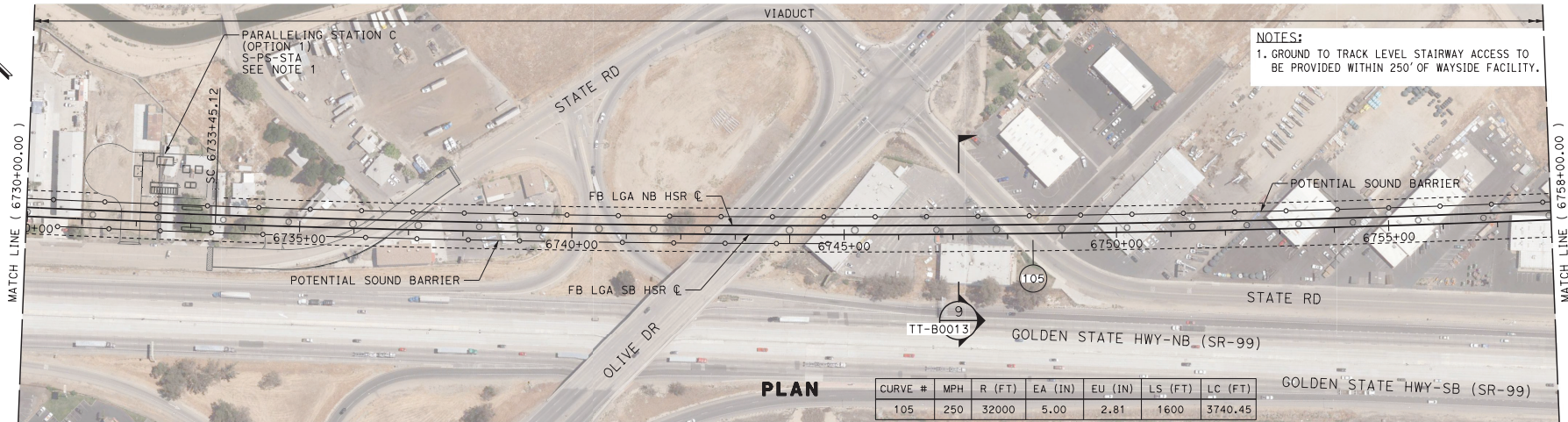


CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

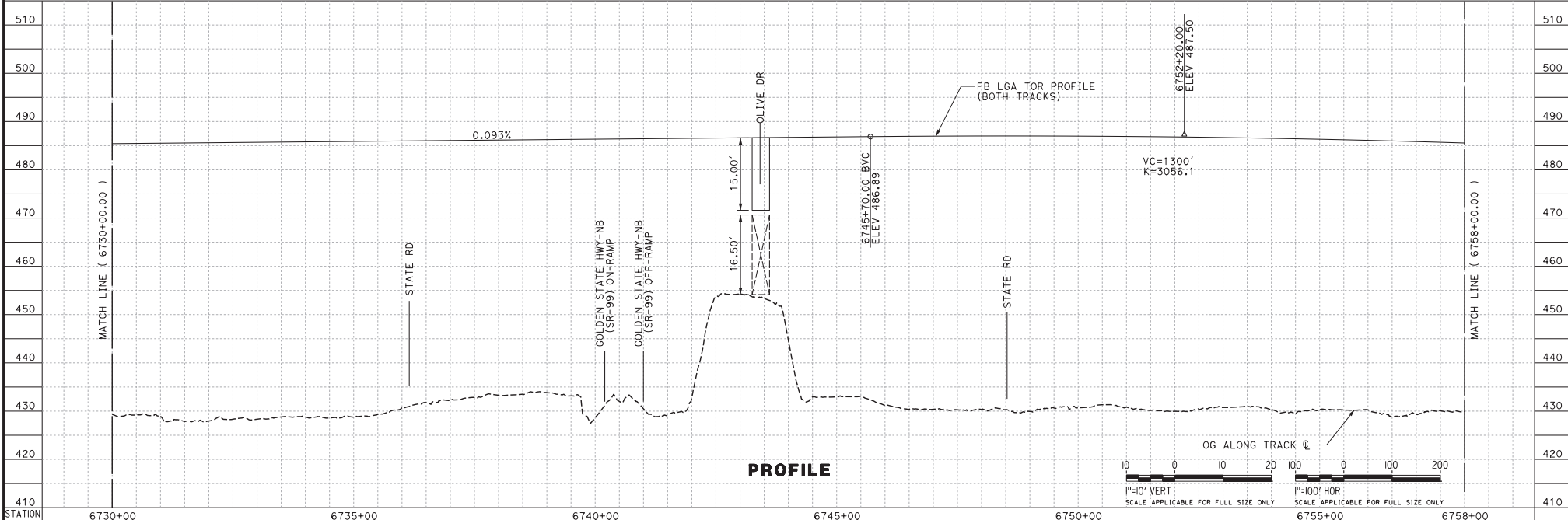
CALIFORNIA HIGH-SPEED RAIL PROJECT
FRESNO TO BAKERSFIELD
 LOCALLY GENERATED ALTERNATIVE
 TRACK GUIDEWAY
 STA 6702+00 TO 6730+00
 PROPOSED SOUND BARRIER

CONTRACT NO.	HSR13-44
DRAWING NO.	TT-D1031
SCALE	AS SHOWN
SHEET NO.	

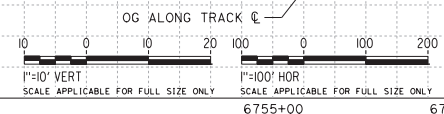
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#PLOTDRVS#
#PENTBLS#
TYL\Trejo 12/21/2016 10:00:28 PM



PLAN



PROFILE



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY J. TREJO
DRAWN BY N. OLINO
CHECKED BY E. WINTERS
IN CHARGE P. PIENTON
DATE 10/28/2016

RECORD SET
PED DESIGN
SUBMISSION

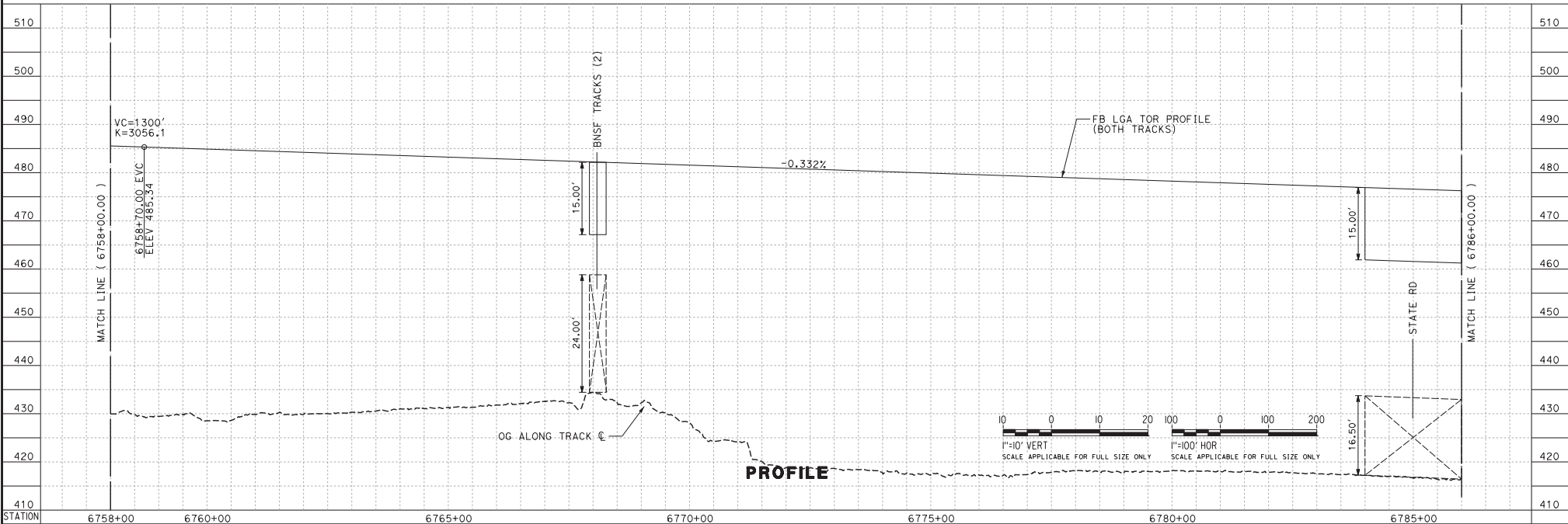
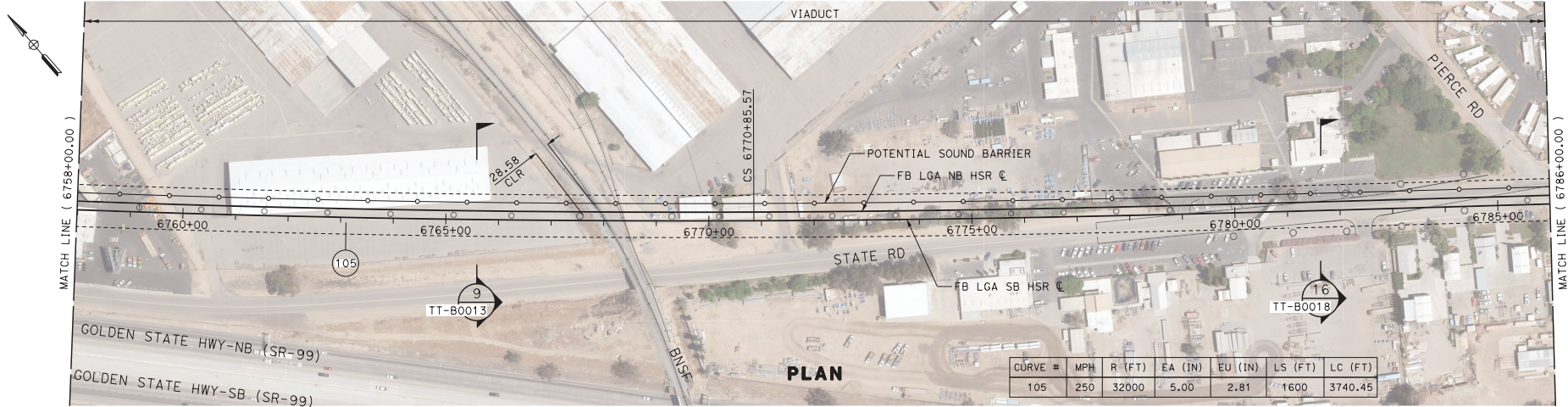
TYLIN INTERNATIONAL



CALIFORNIA HIGH-SPEED RAIL PROJECT
FRESNO TO BAKERSFIELD
LOCALLY GENERATED ALTERNATIVE
TRACK GUIDEWAY
STA 6730+00 TO 6758+00
PROPOSED SOUND BARRIER

CONTRACT NO.
HSR13-44
DRAWING NO.
TT-D1032
SCALE
AS SHOWN
SHEET NO.

Projects\701206\N.BFSS\00 CAD Sheet Files\Sound Barrier\BFSSA-TT-D1033.dgn
#PLOTDRVS#
#PENTBLS#
TYL\jtrejo 12/21/2016 10:00:24 PM



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY J. TREJO
DRAWN BY N. OLINO
CHECKED BY E. WINTERS
IN CHARGE P. PIENTON
DATE 10/28/2016

RECORD SET
PEPD DESIGN
SUBMISSION

TYLIN INTERNATIONAL

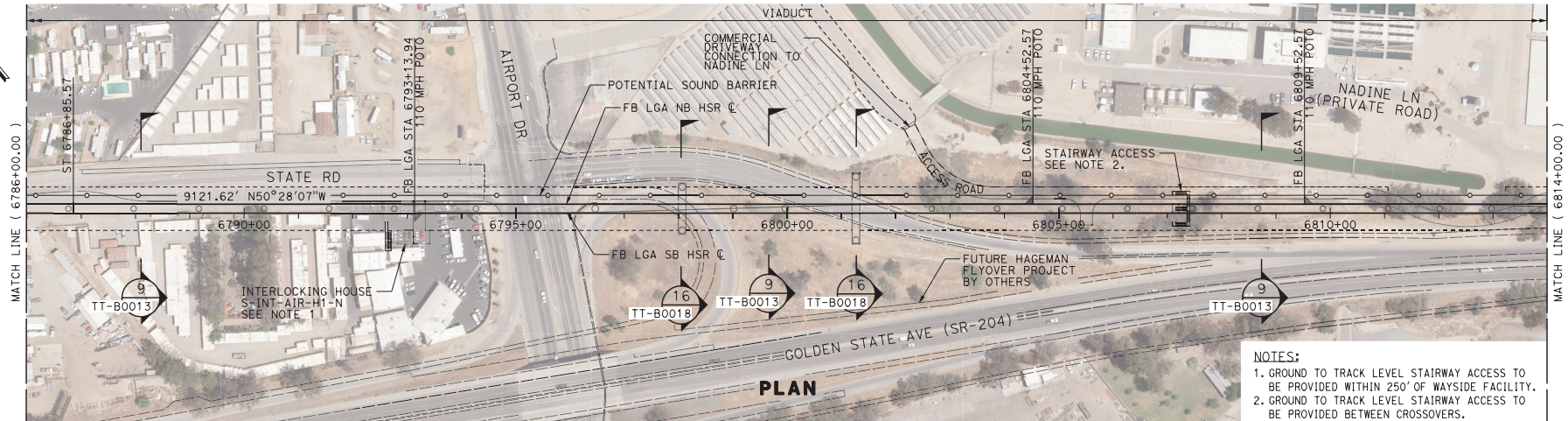


CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

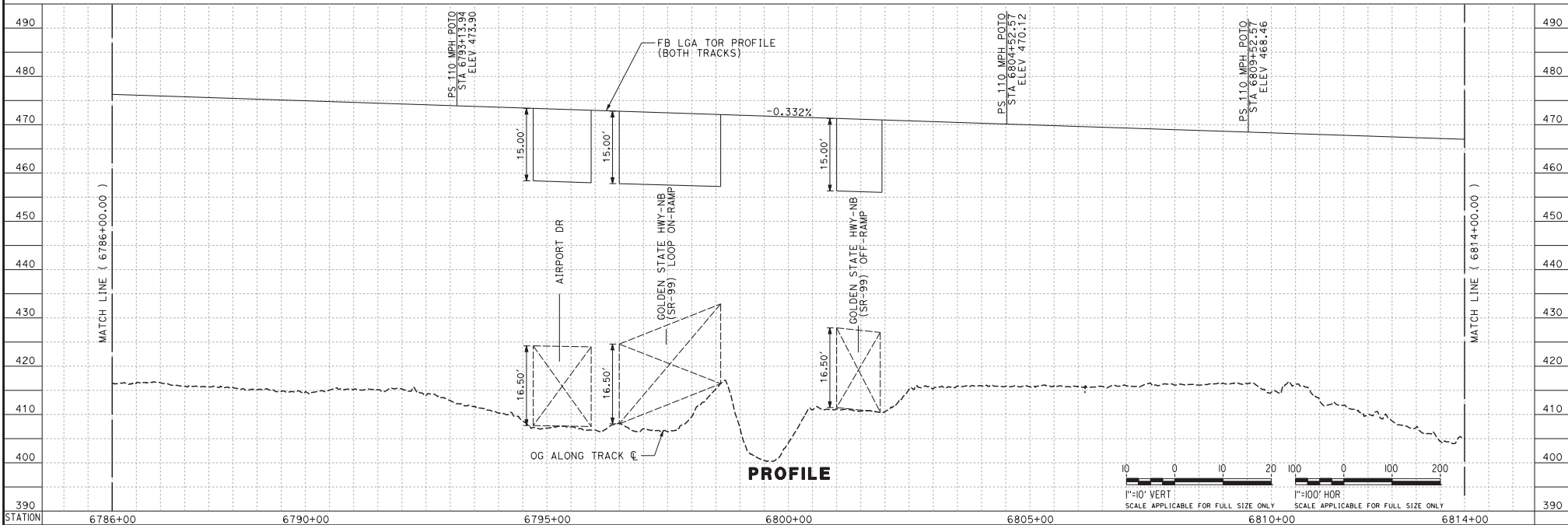
CALIFORNIA HIGH-SPEED RAIL PROJECT
FRESNO TO BAKERSFIELD
LOCALLY GENERATED ALTERNATIVE
TRACK GUIDEWAY
STA 6758+00 TO 6786+00
PROPOSED SOUND BARRIER

CONTRACT NO.
HSR13-44
DRAWING NO.
TT-D1033
SCALE
AS SHOWN
SHEET NO.

Projects\701206\N.BFSS\00 CAD Sheet Files\Sound Barrier\BSSA-TT-D1034.dgn
#P LDRVLS#
#P ENTBL#
TYLIN\Trejo 12/21/2016 10:00:30 PM



- NOTES:**
1. GROUND TO TRACK LEVEL STAIRWAY ACCESS TO BE PROVIDED WITHIN 250' OF WAYSIDE FACILITY.
 2. GROUND TO TRACK LEVEL STAIRWAY ACCESS TO BE PROVIDED BETWEEN CROSSOVERS.



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
J. TREJO
DRAWN BY
N. OLINO
CHECKED BY
E. WINTERS
IN CHARGE
P. PIENTON
DATE
10/28/2016

**RECORD SET
PED DESIGN
SUBMISSION**

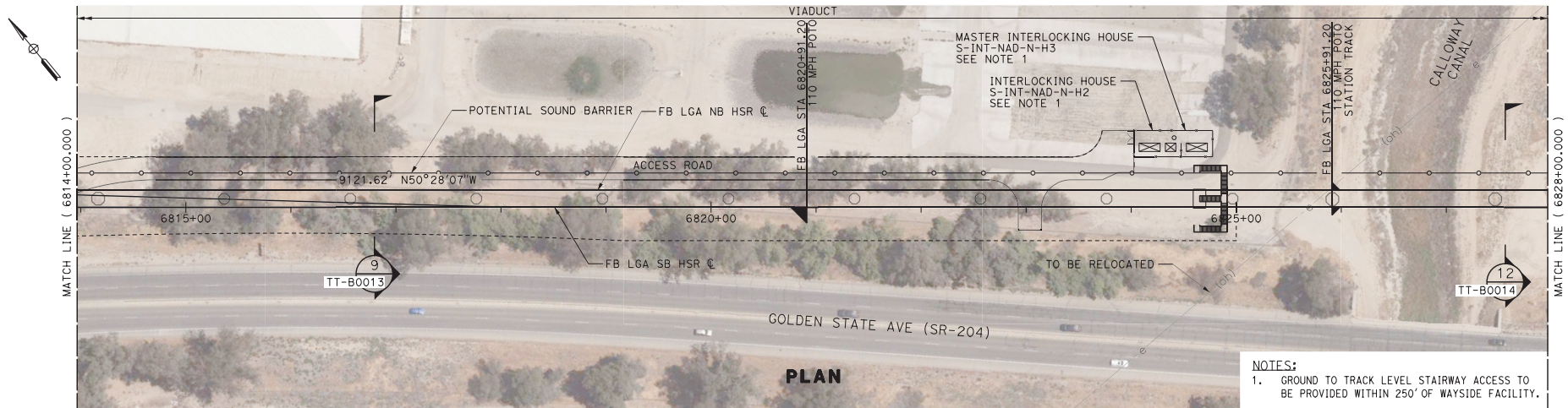
TYLIN INTERNATIONAL



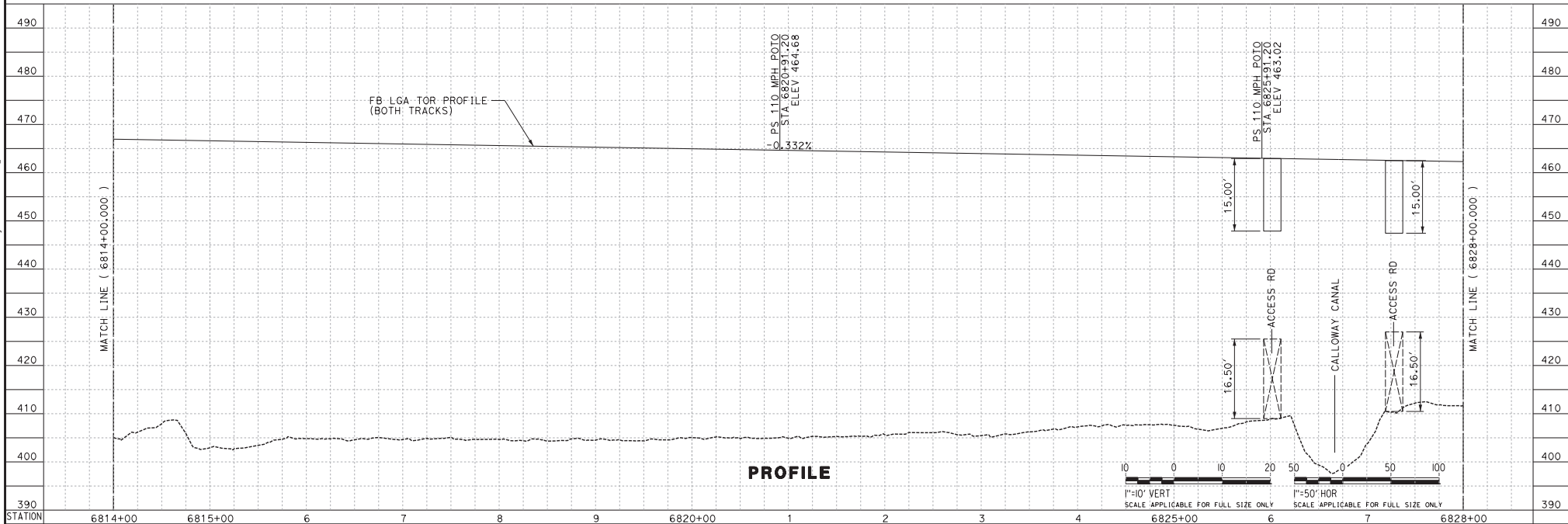
**CALIFORNIA HIGH-SPEED RAIL PROJECT
FRESNO TO BAKERSFIELD
LOCALLY GENERATED ALTERNATIVE
TRACK GUIDEWAY
STA 6786+00 TO 6814+00
PROPOSED SOUND BARRIER**

CONTRACT NO.
HSR13-44
DRAWING NO.
TT-D1034
SCALE
AS SHOWN
SHEET NO.

Projects\701206\N.BFSS\00 CAD Sheet Files\Sound Barrier\BFSSA-TT-D1035.dgn
#PLOTDRVS#
#PENTBLS#
TYL\Trejo 12/21/2016 10:00:44 PM



- NOTES:**
- GROUND TO TRACK LEVEL STAIRWAY ACCESS TO BE PROVIDED WITHIN 250' OF WAYSIDE FACILITY.



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY J. TREJO
DRAWN BY J. TREJO
CHECKED BY E. WINTERS
IN CHARGE P. PIENTON
DATE 10/28/2016

**RECORD SET
PED DESIGN
SUBMISSION**

TYLIN INTERNATIONAL



**CALIFORNIA HIGH-SPEED RAIL PROJECT
FRESNO TO BAKERSFIELD**
LOCALLY GENERATED ALTERNATIVE
TRACK GUIDEWAY
STA 6814+00 TO 6828+00
PROPOSED SOUND BARRIER

CONTRACT NO.
HSR13-44
DRAWING NO.
TT-D1035
SCALE
AS SHOWN
SHEET NO.

Projects\701206\N.BFSS\00 CAD Sheet Files\Sound Barrier\BFSSA-TT-D1036.dgn

#PLOTDRWS#

#PENTBLS#

TYL\jtrejo 12/21/2016 10:00:36 PM

REV	DATE	BY	CHK	APP	DESCRIPTION
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DESIGNED BY	J. TREJO
DRAWN BY	J. TREJO
CHECKED BY	E. WINTERS
IN CHARGE	P. PIENTON
DATE	10/28/2016

RECORD SET
PEDD DESIGN
SUBMISSION

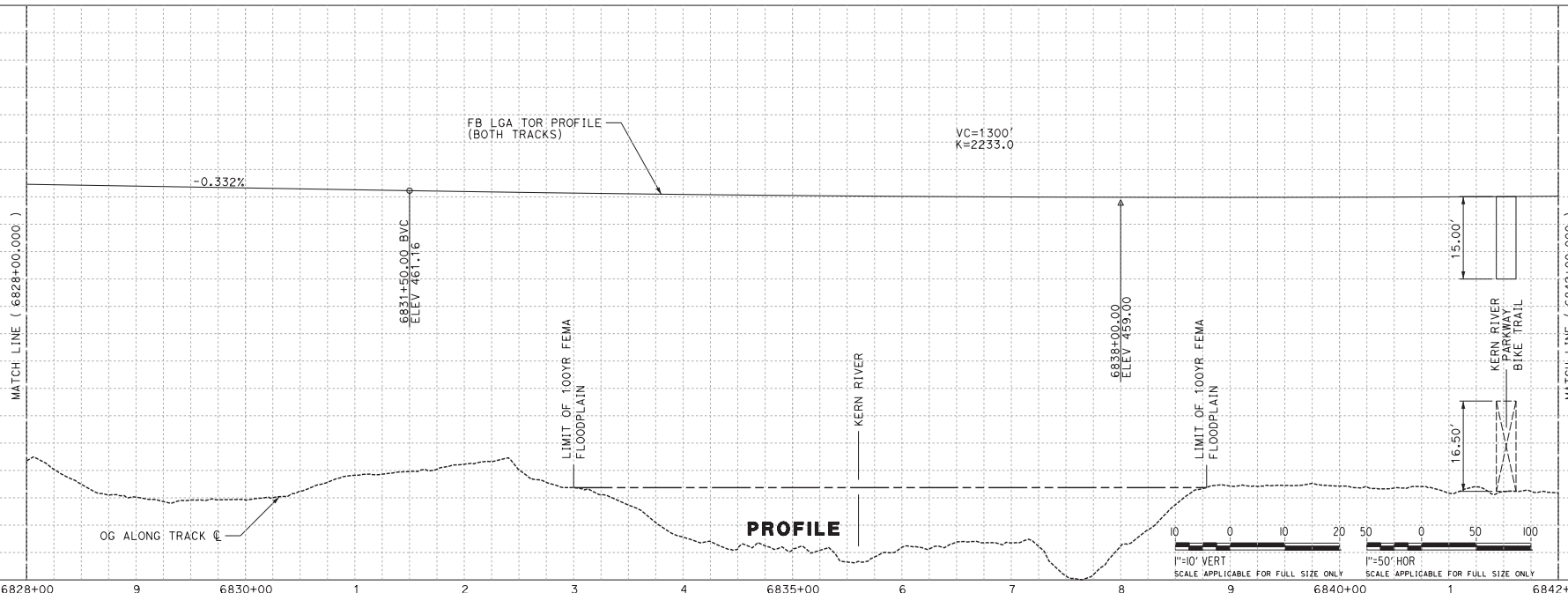
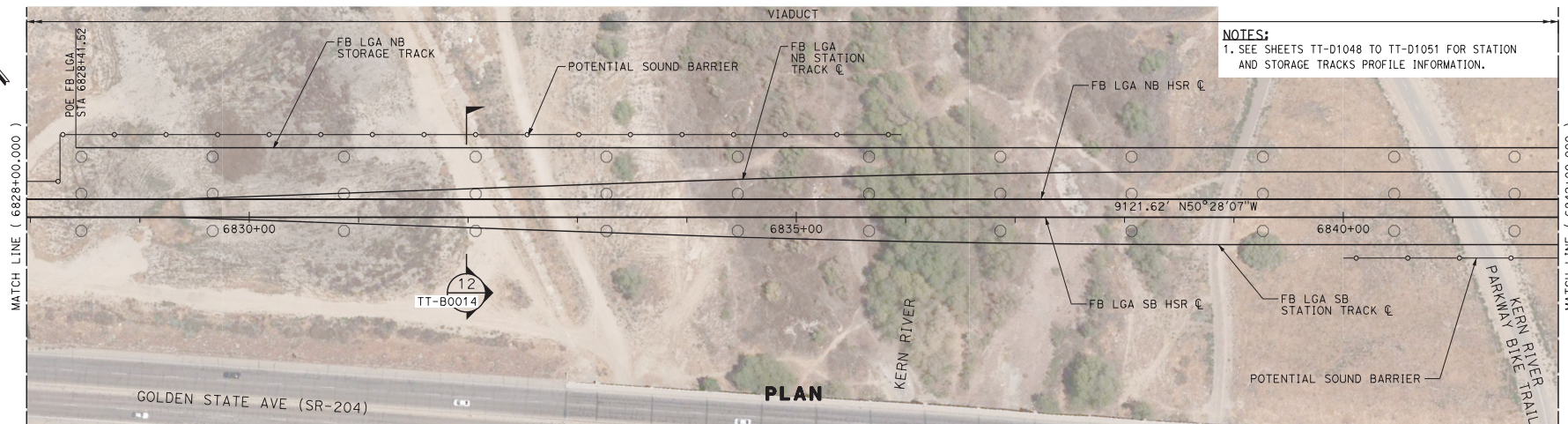
TYLIN INTERNATIONAL



CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED RAIL PROJECT
FRESNO TO BAKERSFIELD
LOCALLY GENERATED ALTERNATIVE
TRACK GUIDEWAY
STA 6828+00 TO 6842+00
PROPOSED SOUND BARRIER

CONTRACT NO.	HSR13-44
DRAWING NO.	TT-D1036
SCALE	AS SHOWN
SHEET NO.	



Projects\701206\N.BFSS\00 CAD Sheet Files\Sound Barrier\BFSSA-TT-D1037.dgn

#PLTDRVS#

#PENTBLS#

TYL\jtrejo 12/21/2016 10:01:01 PM

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
J. TREJO
DRAWN BY
J. TREJO
CHECKED BY
E. WINTERS
IN CHARGE
P. PIENTON
DATE
10/28/2016

RECORD SET
PED DESIGN
SUBMISSION

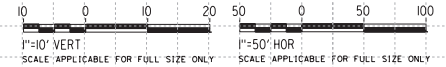
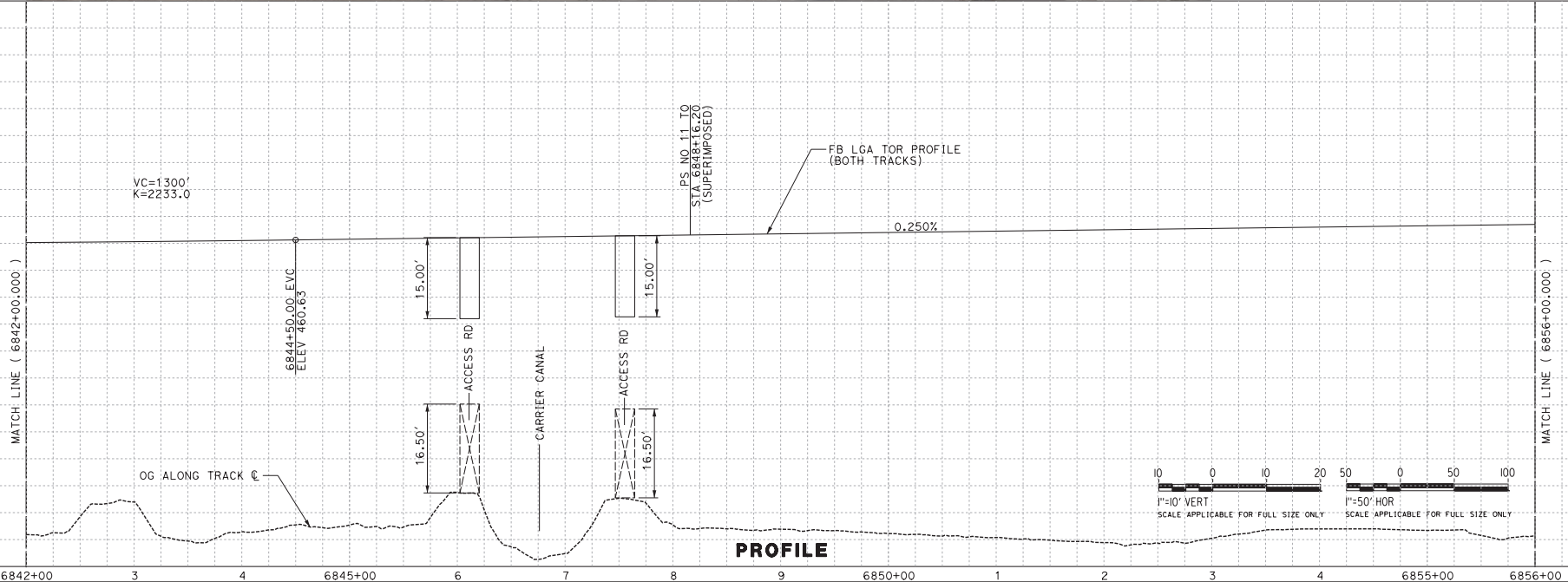
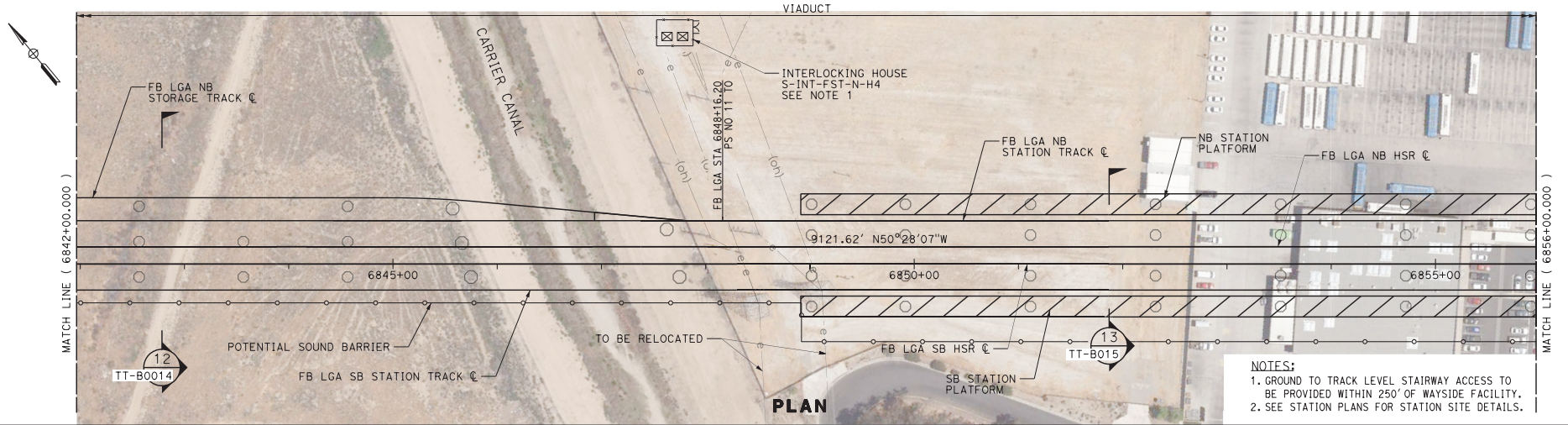
TYLIN INTERNATIONAL



CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED RAIL PROJECT
FRESNO TO BAKERSFIELD
LOCALLY GENERATED ALTERNATIVE
TRACK GUIDEWAY
STA 6842+00 TO 6856+00
PROPOSED SOUND BARRIER

CONTRACT NO.
HSR13-44
DRAWING NO.
TT-D1037
SCALE
AS SHOWN
SHEET NO.

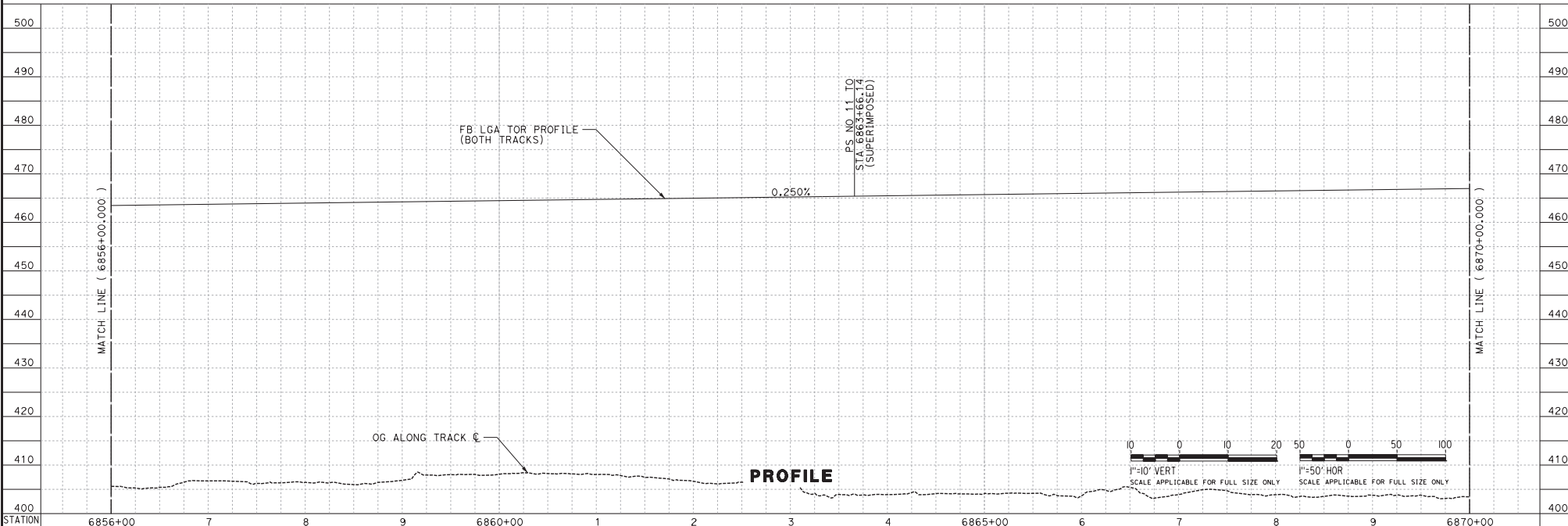
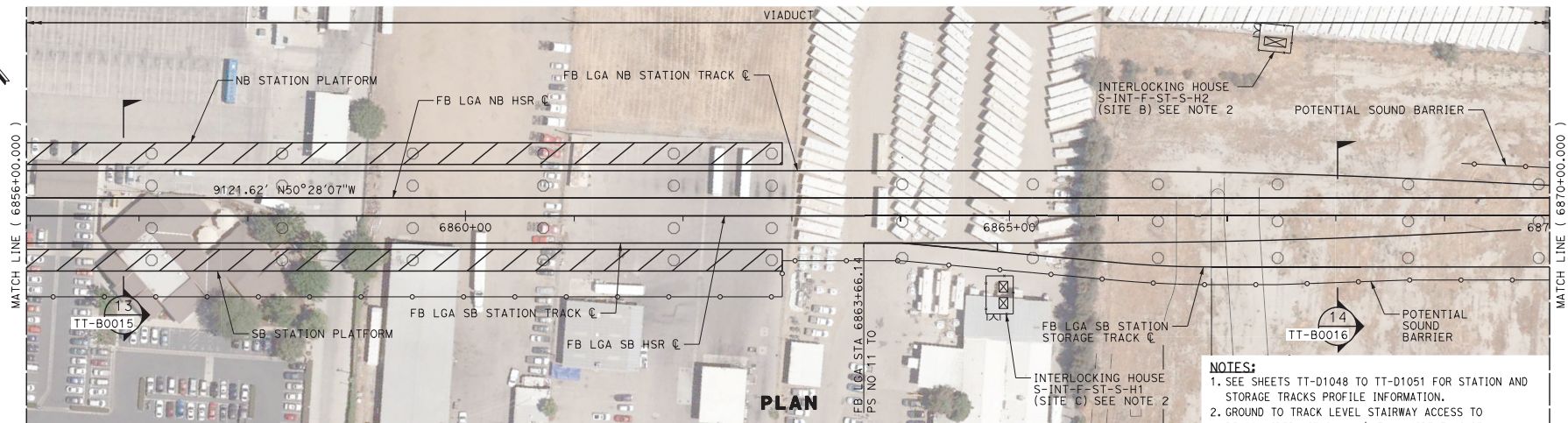


Projects\701206\N.BF55\00 CAD Sheet Files\Sound Barrier\BFS5A-TT-D1038.dgn

#PLTDVCS#

#PENTBLS#

TYL\jtrejo 12/21/2016 10:00:49 PM



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY J. TREJO
DRAWN BY J. TREJO
CHECKED BY E. WINTERS
IN CHARGE P. PIENTON
DATE 10/28/2016

RECORD SET
PED DESIGN
SUBMISSION

TYLIN INTERNATIONAL

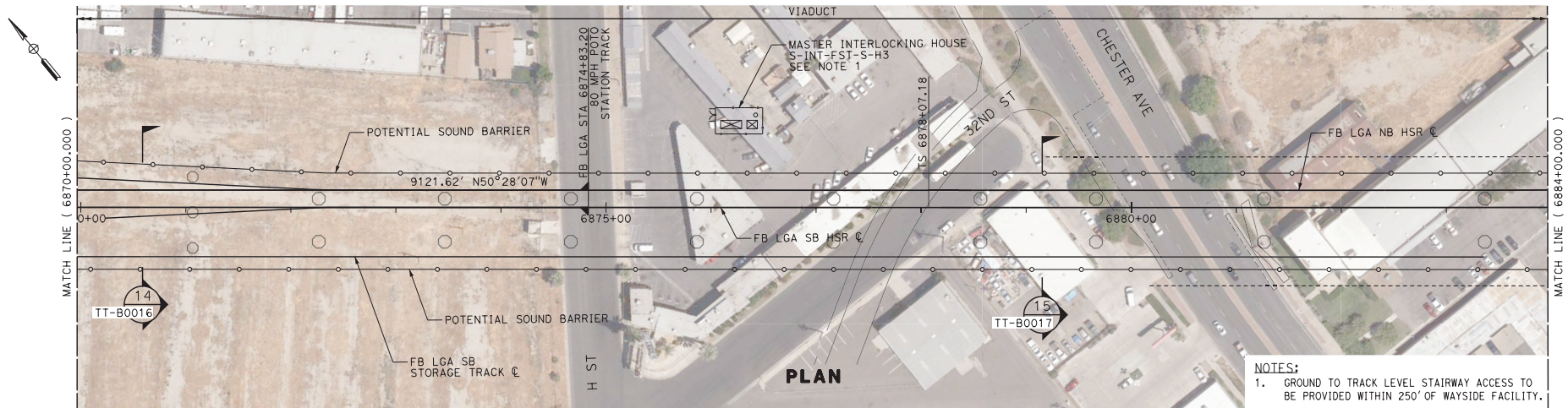


CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

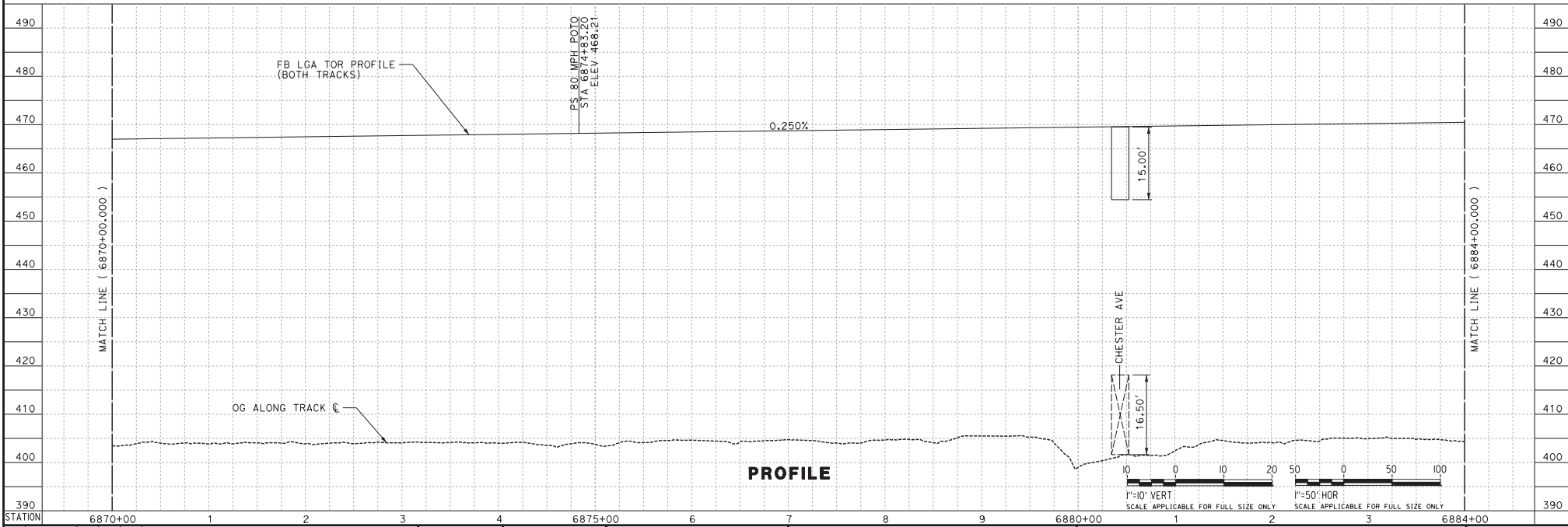
CALIFORNIA HIGH-SPEED RAIL PROJECT
FRESNO TO BAKERSFIELD
LOCALLY GENERATED ALTERNATIVE
TRACK GUIDEWAY
STA 6856+00 TO 6870+00
PROPOSED SOUND BARRIER

CONTRACT NO.
HSR13-44
DRAWING NO.
TT-D1038
SCALE
AS SHOWN
SHEET NO.

Projects\701206\N.BFSS\00 CAD Sheet Files\Sound Barrier\BFS-A-TT-D1039.dgn
#P LDRVLS#
#P ENTBL#
TYL\jtrejo 12/21/2016 10:41 PM



- NOTES:
- GROUND TO TRACK LEVEL STAIRWAY ACCESS TO BE PROVIDED WITHIN 250' OF WAYSIDE FACILITY.



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY J. TREJO
DRAWN BY J. TREJO
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IN CHARGE P. PIENTON
DATE 10/28/2016

RECORD SET
PED DESIGN
SUBMISSION

TYLIN INTERNATIONAL



CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED RAIL PROJECT
FRESNO TO BAKERSFIELD
LOCALLY GENERATED ALTERNATIVE
TRACK GUIDEWAY
STA 6870+00 TO 6884+00
PROPOSED SOUND BARRIER

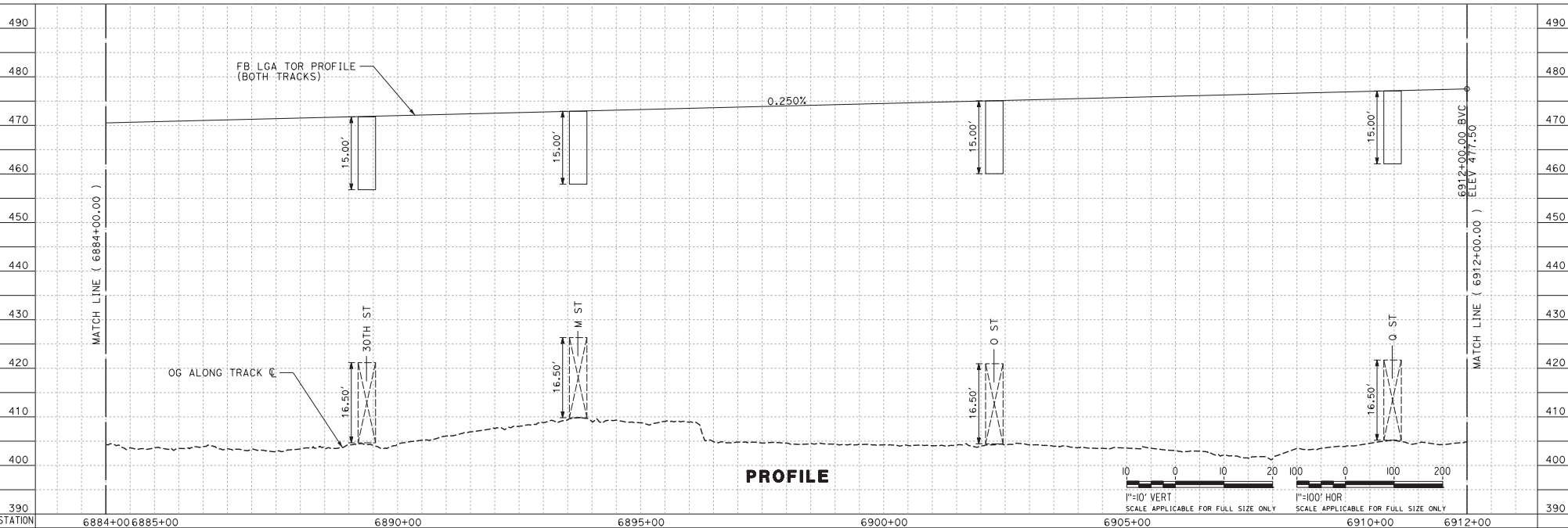
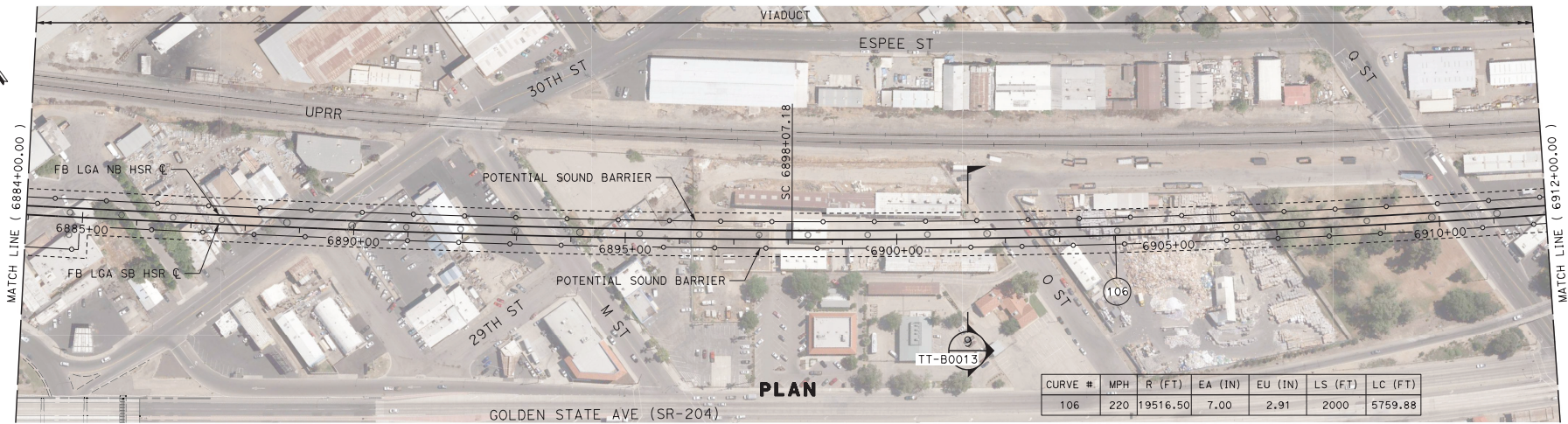
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HSR13-44
DRAWING NO.
TT-D1039
SCALE
AS SHOWN
SHEET NO.

Projects\701206\NBFSS\00 CAD Sheet Files\Sound Barriers\BSSA-TT-D1040.dgn

#PLOTDRWS#

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TYL\jtrejo 12/21/2016 10:05:57 PM



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
J. TREJO
DRAWN BY
J. TREJO
CHECKED BY
E. WINTERS
IN CHARGE
P. PENTON
DATE
10/28/2016

**RECORD SET
PED DESIGN
SUBMISSION**

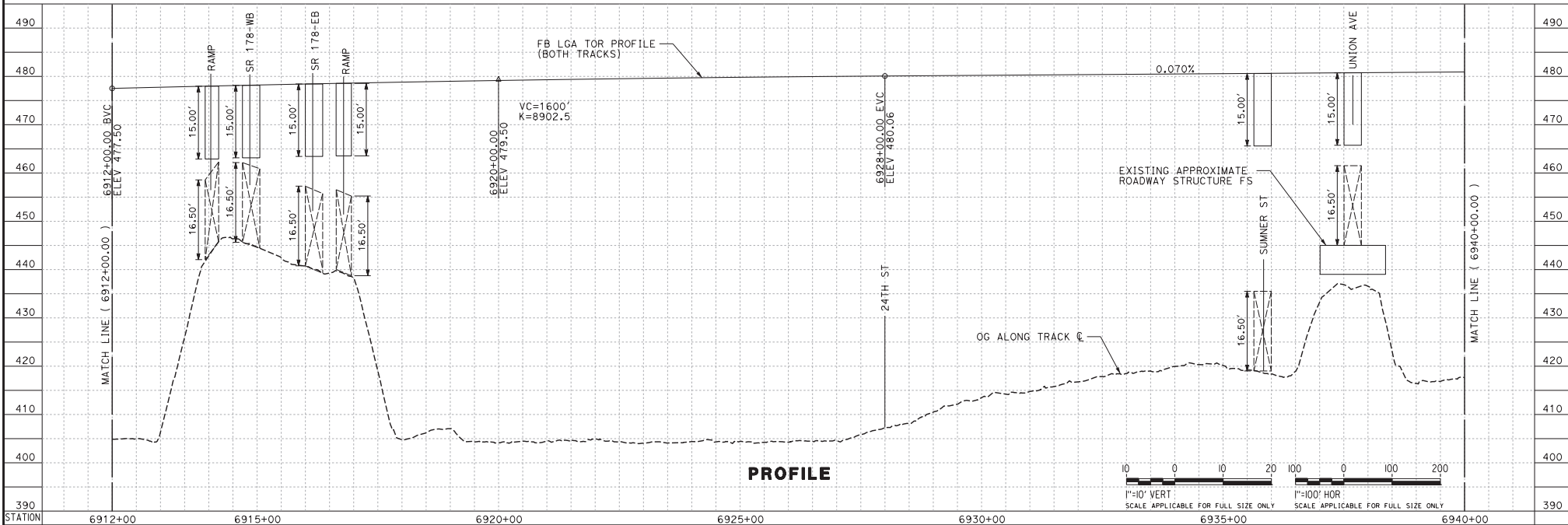
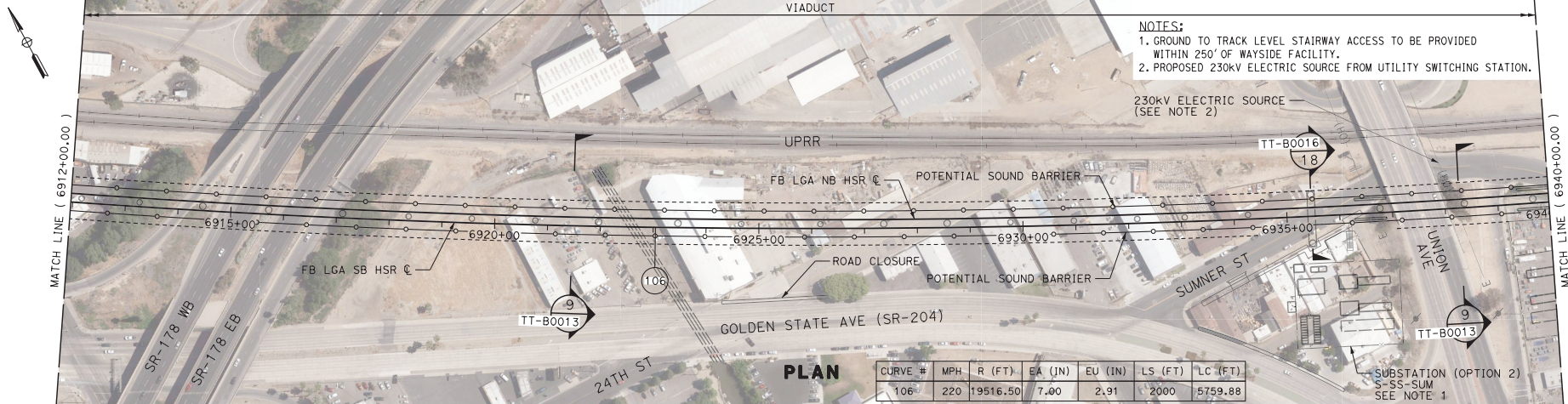
TYLIN INTERNATIONAL



CALIFORNIA HIGH-SPEED RAIL PROJECT
FRESNO TO BAKERSFIELD
LOCALLY GENERATED ALTERNATIVE
TRACK GUIDEWAY
STA 6884+00 TO 6912+00
PROPOSED SOUND BARRIER

CONTRACT NO.
HSR13-44
DRAWING NO.
TT-D1040
SCALE
AS SHOWN
SHEET NO.

Projects\701206\N.BFSS\00 CAD Sheet Files\Sound Barrier\BSSA-TT-D1041.dgn
#P\TDRV\$#
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12/21/2016 10:11:12 PM
J. TREJO



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY J. TREJO
DRAWN BY J. TREJO
CHECKED BY E. WINTERS
IN CHARGE P. PIENTON
DATE 10/28/2016

**RECORD SET
PED DESIGN
SUBMISSION**

TYLIN INTERNATIONAL

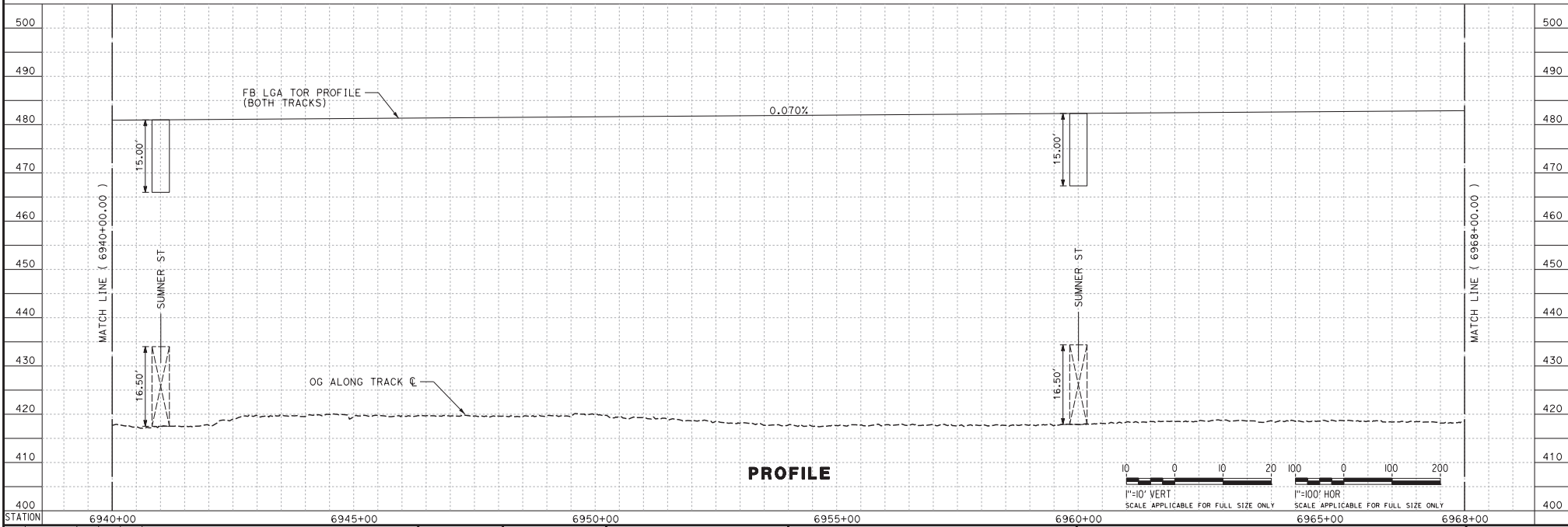
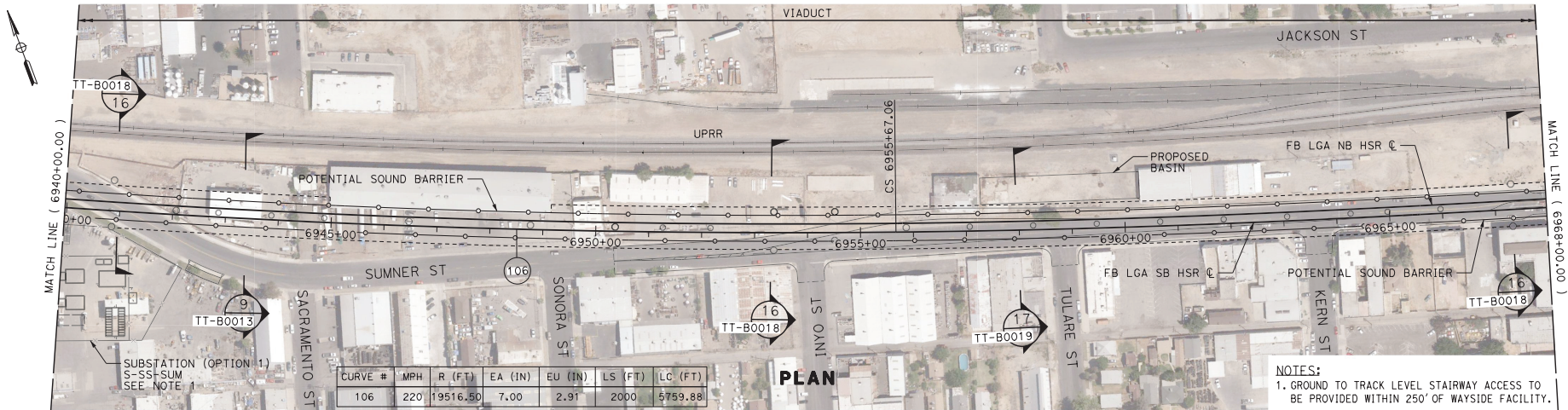


CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

**CALIFORNIA HIGH-SPEED RAIL PROJECT
FRESNO TO BAKERSFIELD
LOCALLY GENERATED ALTERNATIVE
TRACK GUIDEWAY
STA 6912+00 TO 6940+00
PROPOSED SOUND BARRIER**

CONTRACT NO.
HSR13-44
DRAWING NO.
TT-D1041
SCALE
AS SHOWN
SHEET NO.

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TYL\jtrejo 12/21/2016 10:10:11 PM



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY J. TREJO
DRAWN BY J. TREJO
CHECKED BY E. WINTERS
IN CHARGE P. PENTON
DATE 10/28/2016

RECORD SET
PED DESIGN
SUBMISSION

TYLIN INTERNATIONAL



CALIFORNIA HIGH-SPEED RAIL PROJECT
FRESNO TO BAKERSFIELD
LOCALLY GENERATED ALTERNATIVE
TRACK GUIDEWAY
STA 6940+00 TO 6968+00
PROPOSED SOUND BARRIER

CONTRACT NO.
HSR13-44
DRAWING NO.
TT-D1042
SCALE
AS SHOWN
SHEET NO.

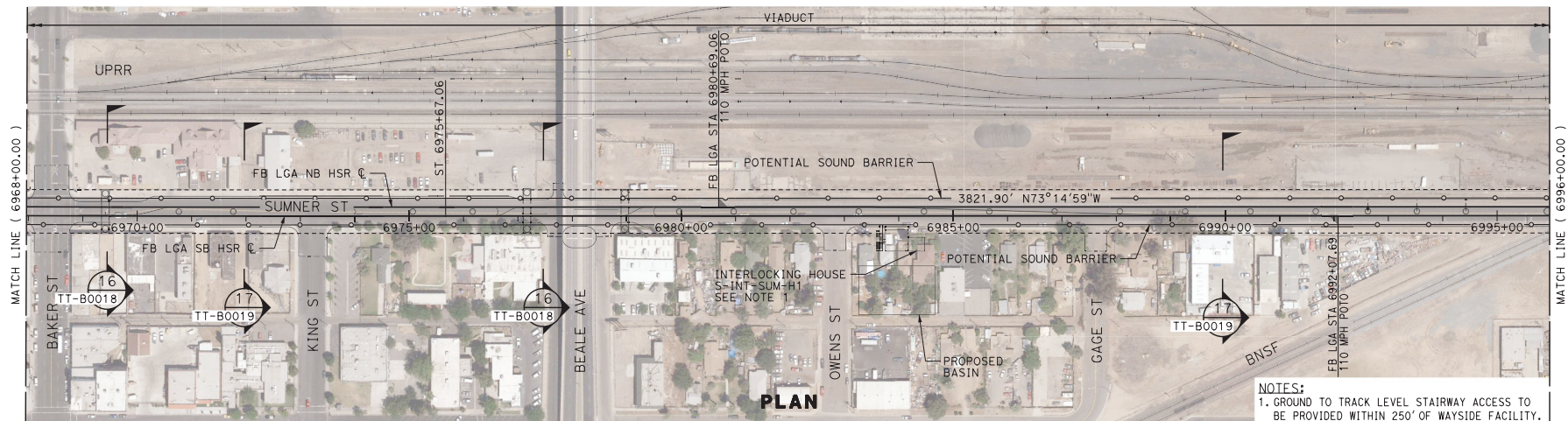
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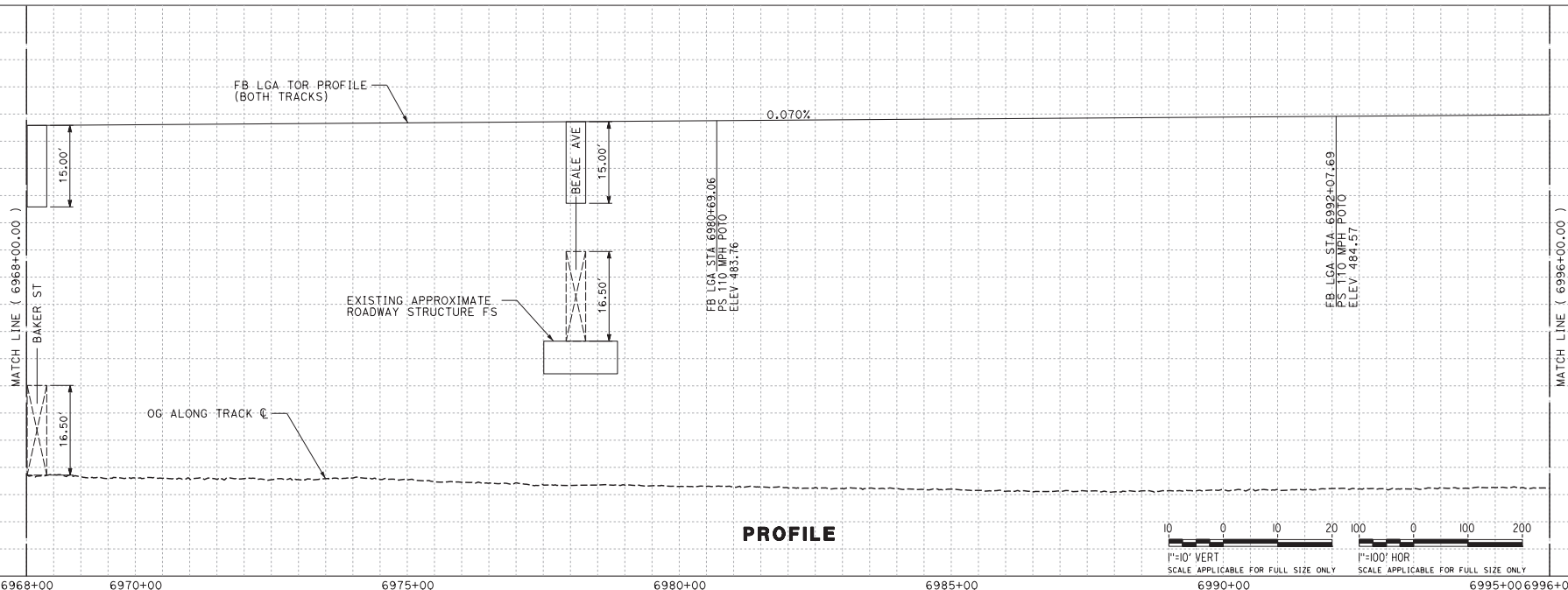
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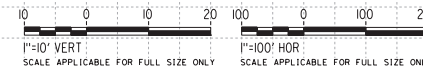
TYL\JTrejo 12/21/2016 10:10:08



NOTES:
1. GROUND TO TRACK LEVEL STAIRWAY ACCESS TO
BE PROVIDED WITHIN 250' OF WAYSIDE FACILITY.



PROFILE



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
J. TREJO
DRAWN BY
J. TREJO
CHECKED BY
E. WINTERS
IN CHARGE
P. PIENTON
DATE
10/28/2016

RECORD SET
PED DESIGN
SUBMISSION

TYLIN INTERNATIONAL

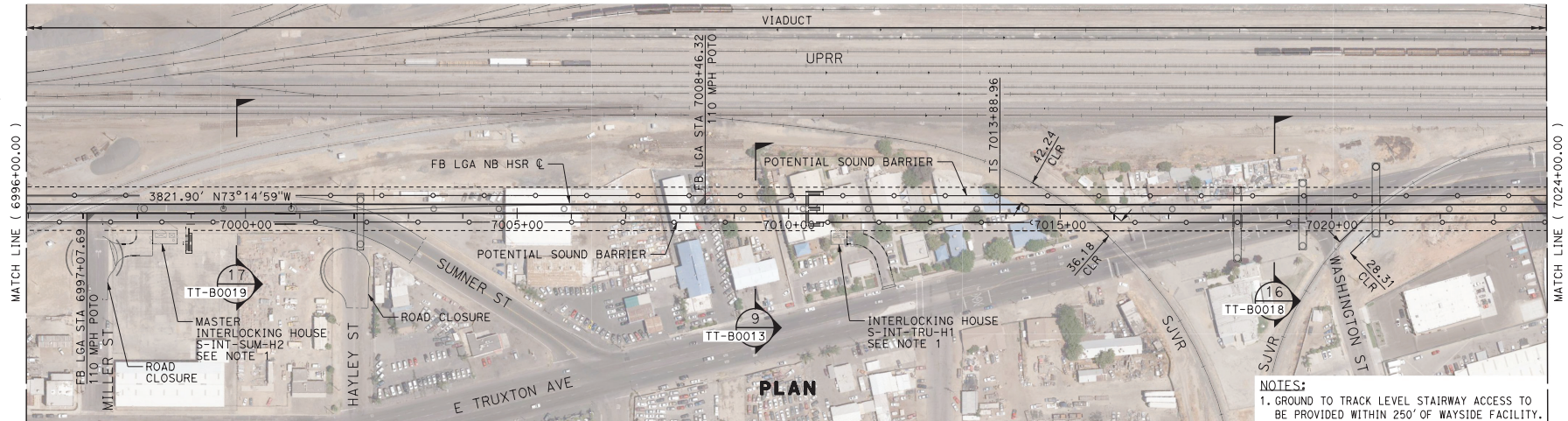


CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

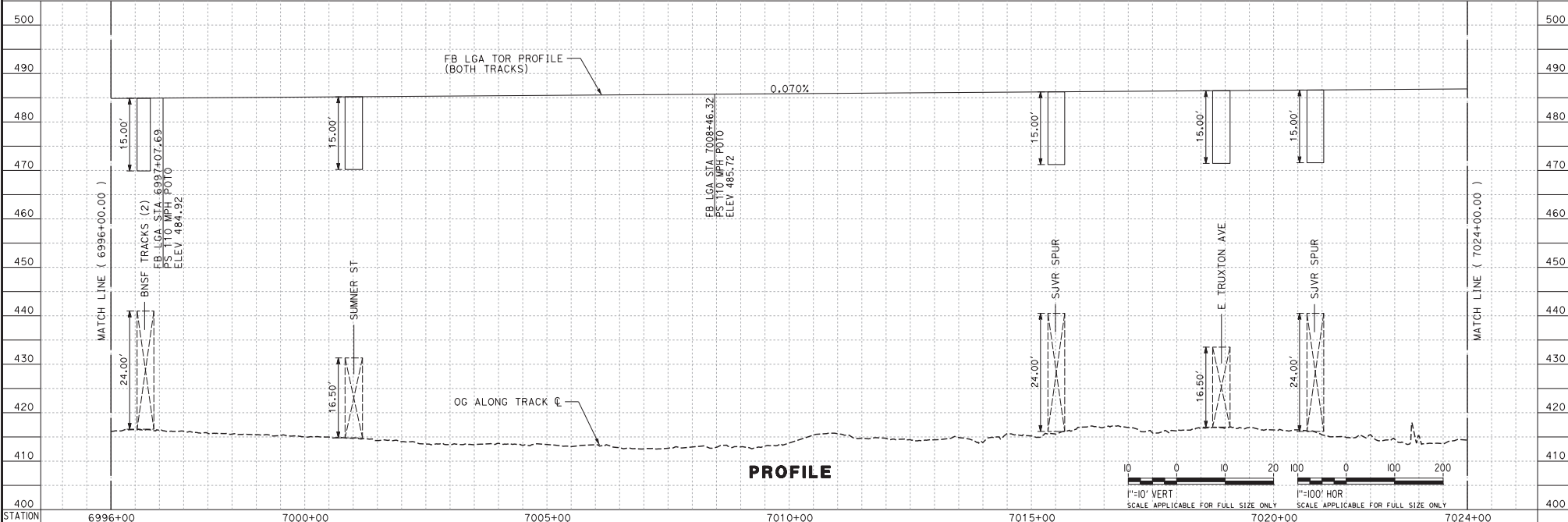
CALIFORNIA HIGH-SPEED RAIL PROJECT
FRESNO TO BAKERSFIELD
LOCALLY GENERATED ALTERNATIVE
TRACK GUIDEWAY
STA 6968+00 TO 6996+00
PROPOSED SOUND BARRIER

CONTRACT NO.
HSR13-44
DRAWING NO.
TT-D1043
SCALE
AS SHOWN
SHEET NO.

Projects\701206\N.BF55\00 CAD Sheet Files\Sound Barrier\BFS5A-TT-D1044.dgn
#PENTBL5#
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12/21/2016 10:11:14 PM
TYL\JTrejo



NOTES:
1. GROUND TO TRACK LEVEL STAIRWAY ACCESS TO BE PROVIDED WITHIN 250' OF WAYSIDE FACILITY.



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY J. TREJO
DRAWN BY J. TREJO
CHECKED BY E. WINTERS
IN CHARGE P. PIENTON
DATE 10/28/2016

RECORD SET
PED DESIGN
SUBMISSION

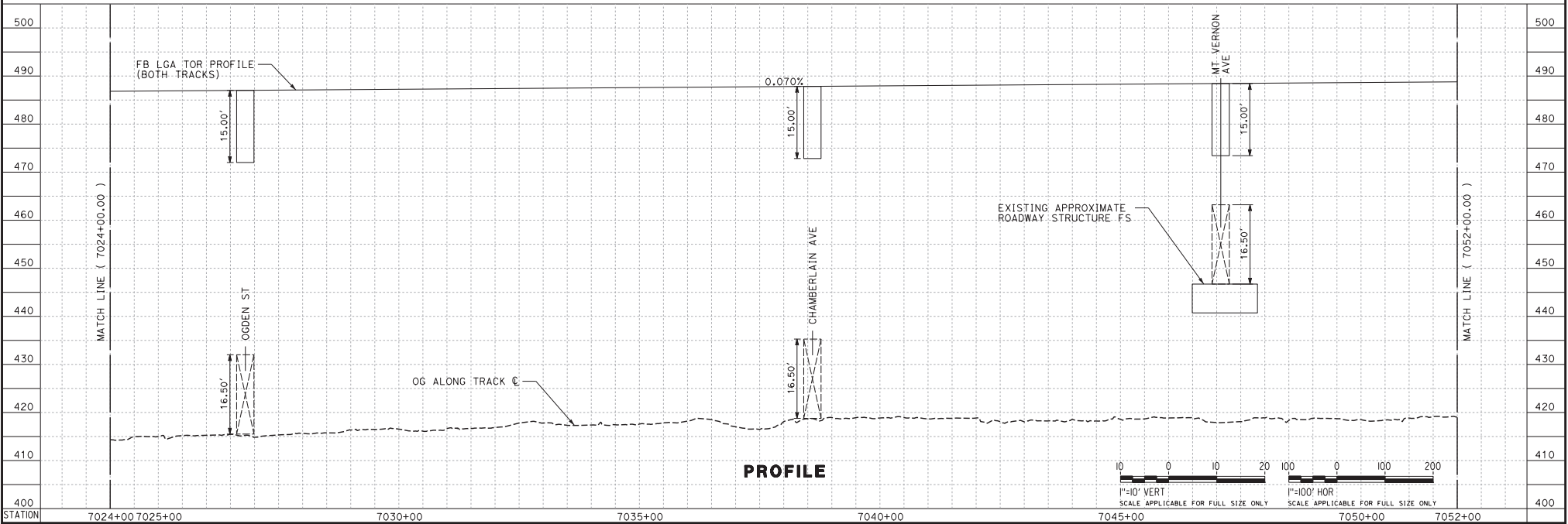
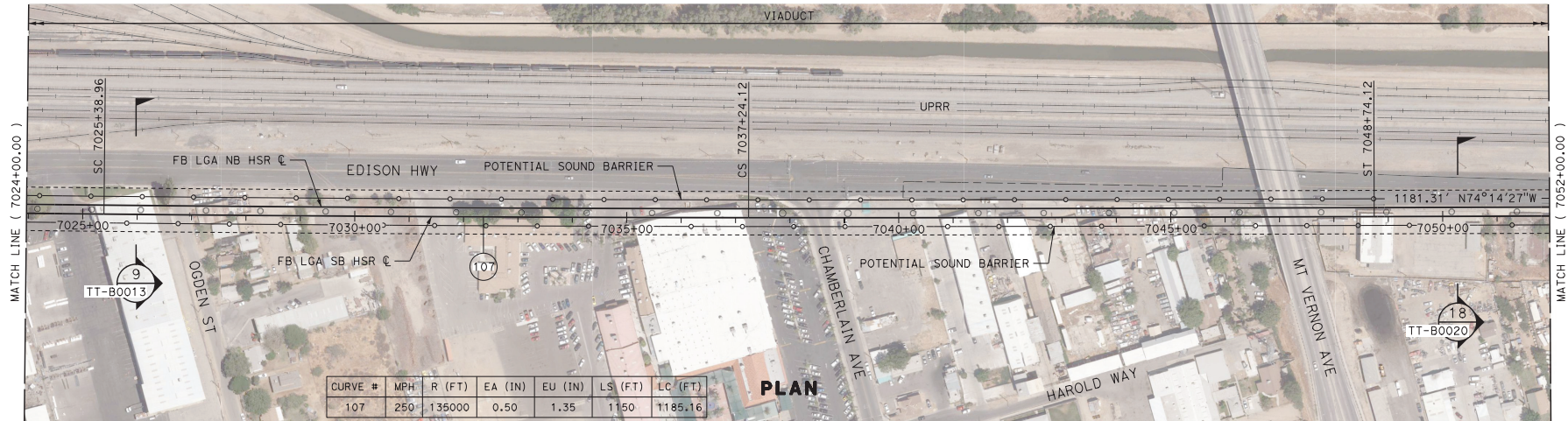
TYLIN INTERNATIONAL



CALIFORNIA HIGH-SPEED RAIL PROJECT
FRESNO TO BAKERSFIELD
LOCALLY GENERATED ALTERNATIVE
TRACK GUIDEWAY
STA 6996+00 TO 7024+00
PROPOSED SOUND BARRIER

CONTRACT NO.
HSR13-44
DRAWING NO.
TT-D1044
SCALE
AS SHOWN
SHEET NO.

Projects\701206\NBFSS\00 CAD Sheet Files\Sound Barrier\BSSA-TT-D1045.dgn
#PLOTDRVS#
#PENTBLS#
TYL\jtrejo 12/21/2016 10:11:21 PM



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
J. TREJO
DRAWN BY
J. TREJO
CHECKED BY
E. WINTERS
IN CHARGE
P. PIENTON
DATE
10/28/2016

**RECORD SET
PED DESIGN
SUBMISSION**

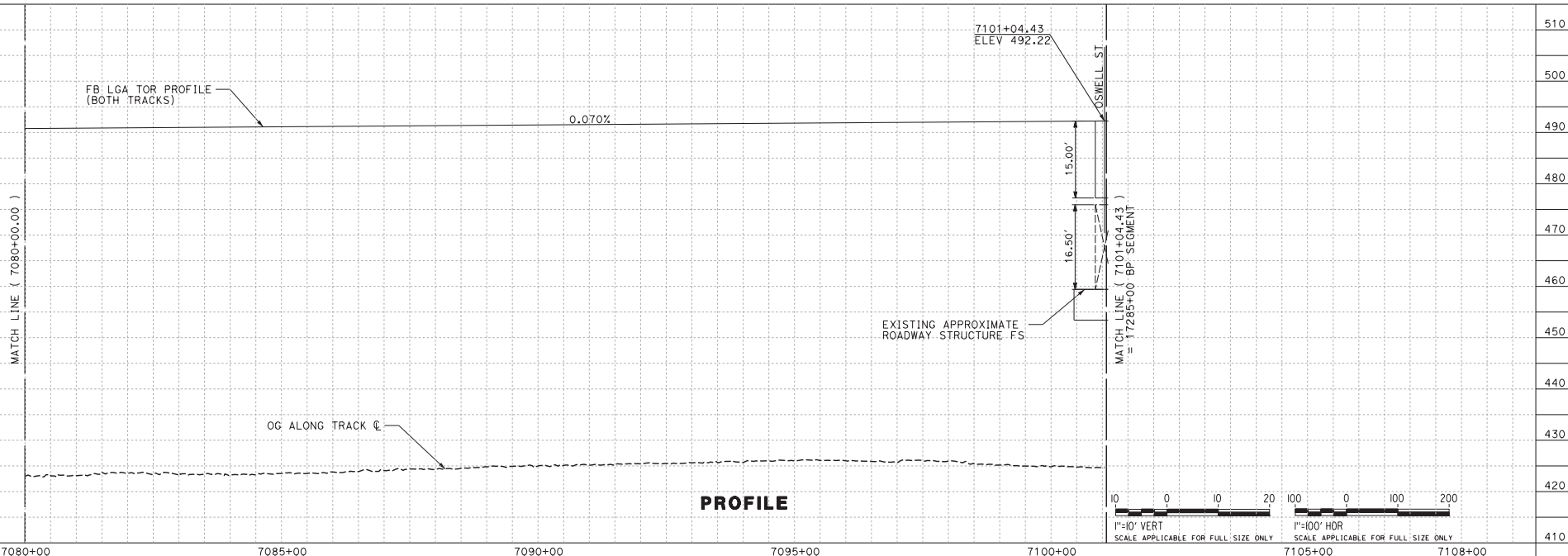
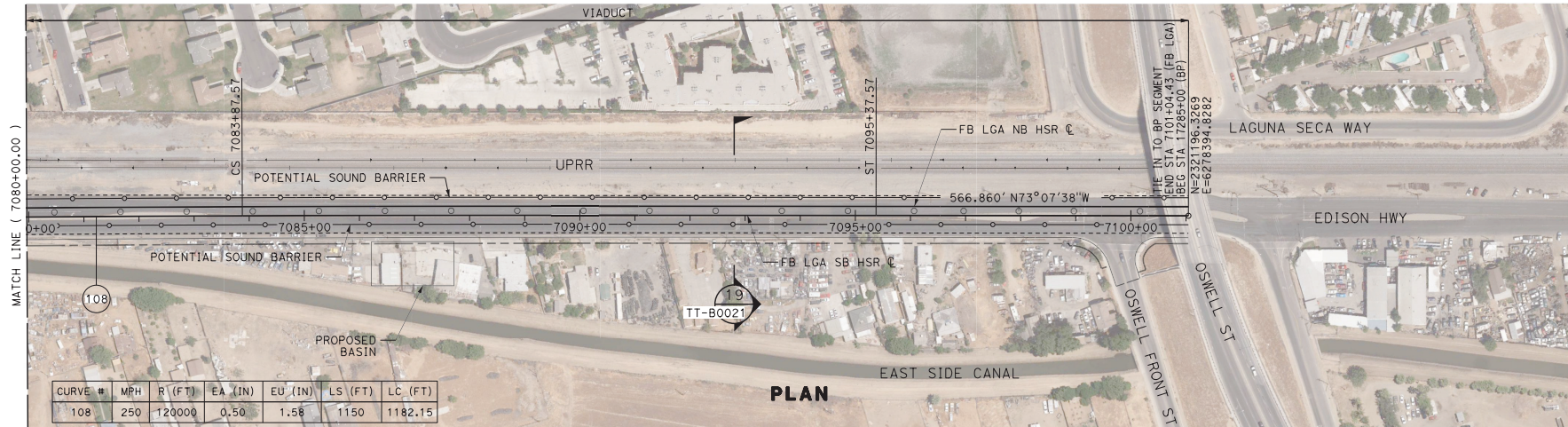
TYLIN INTERNATIONAL



CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

**CALIFORNIA HIGH-SPEED RAIL PROJECT
FRESNO TO BAKERSFIELD**
LOCALLY GENERATED ALTERNATIVE
TRACK GUIDEWAY
STA 7024+00 TO 7052+00
PROPOSED SOUND BARRIER

CONTRACT NO.
HSR13-44
DRAWING NO.
TT-D1045
SCALE
AS SHOWN
SHEET NO.



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
J. TREJO
DRAWN BY
J. TREJO
CHECKED BY
E. WINTERS
IN CHARGE
P. PENTION
DATE
10/28/2016

**RECORD SET
PEDD DESIGN
SUBMISSION**

TYLIN INTERNATIONAL



CALIFORNIA HIGH-SPEED RAIL PROJECT
FRESNO TO BAKERSFIELD
 LOCALLY GENERATED ALTERNATIVE
 TRACK GUIDEWAY
 STA 7080+00 TO 7101+04
 PROPOSED SOUND BARRIER

CONTRACT NO.
HSR13-44
DRAWING NO.
TT-D1047
SCALE
AS SHOWN
SHEET NO.

**VOLUME IV: RESPONSES TO COMMENTS ON
DRAFT SUPPLEMENTAL EIR/EIS**

17 INTRODUCTION

This introduction explains the organization of and how to use Volume IV of the Final Supplemental EIR. Volume IV contains public comments on the 2017 Draft Supplemental Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Fresno to Bakersfield Section of the High-Speed Rail project and responses.

17.1 Standard Responses to Frequently Raised Comments

As part of the public review process for the 2017 Draft Supplemental EIR/EIS, the Authority received approximately 285 written comment letters and verbal comments at public hearings containing 1,068 individual comments on the Draft Supplemental EIR/EIS and on the proposed project generally. The Authority has therefore prepared a chapter of standard responses to address the most frequently raised issues. The standard responses provide a comprehensive response to an issue so that multiple aspects of the issue are addressed in an organized manner in one location. This reduces repetition of responses. When an individual comment raises an issue discussed in a standard response, the response to the individual comment includes a cross-reference to the appropriate standard response. In Volume IV, the standard responses are provided in Chapter 18.

17.2 Individual Responses to Written and Verbal Comments

Following the standard responses, the Authority provide responses to individual written and verbal comments.

The individual letters and comments included and addressed in Volume IV are organized and numbered as follows:

- Federal Agencies (Chapter 20)
- State Agencies (Chapter 21)
- Elected Officials (Chapter 22)
- Local Agencies (Chapter 23)
- Business and Organization Comments (Chapter 24)
- Individual Comments (Chapter 25)
- Public Hearing Comments (Chapter 26)

Each written submission and oral presentation can be found under the appropriate category, by name, or if representing an organization, the name of their organization. If a commenter gave oral or written testimony at one of the public hearings, they will find their comments, submissions, and responses under “Public Hearing Comments.” Each written comment letter sent to the California High-Speed Rail Authority (Authority) or the Federal Railroad Administration (FRA) was assigned a number. Each comment letter and public hearing transcript has brackets in the left-hand margin with identification numbers for each comment. Some letters or oral statements have been treated as a single comment, whereas in other submissions multiple comments have been identified, which have been numbered and responded to individually. The responses to comment(s) are located at the end of each letter or transcript. Each response is labeled with the letter/testimony identifier and comment number that relates back to that particular bracketed comment.

Some comments from the same agency, organization, or individual were submitted more than once (e.g., letter was first faxed and then mailed). These duplicate comment letters are included only once and are not repeated multiple times in the volume.

A number of written comment submissions in Volume IV included lengthy attachments to the comment letters or provided web links to supporting materials. In preparing the Final Supplemental EIR and responses to comments, every attachment provided with comment submissions or identified by a web link was reviewed and evaluated. In those cases where

attachments included additional comments on the Supplemental EIR/EIS, the comments were delineated and responded to. In those cases where attachments or web links contained information or studies in support of the written comment submission, the material was considered in developing the response.

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18 INTRODUCTION

As part of the public review process for the 2018 Final Supplemental EIR, the Authority and FRA received approximately 285 written comment letters and verbal comments at public hearing containing 1,068 individual comments. Many of the comments received during the 2018 public comment periods raised similar issues about the project and its environmental impacts. The Authority and FRA have therefore prepared a chapter of standard responses to address the most frequently raised issues. The standard responses provide a comprehensive response to an issue so that multiple aspects of the issue are addressed in an organized manner in one location. This reduces repetition of responses. When an individual comment raises an issue discussed in a standard response, the response to the individual comment includes a cross-reference to the appropriate standard response.

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Standard Responses

Comment Summary	Response
GENERAL	FB-LGA-Response-GENERAL-01: Alternatives
<p>The Authority received many comments questioning the alternative development process.</p>	<p><i>Reason for Addition of the F-B LGA and Additional Alternative Development for Supplemental EIR/EIS</i></p> <p>In May 2014, the Authority's Board of Directors certified the Fresno to Bakersfield Section Final EIR/EIS. The document identified a preferred alignment from the project's northern terminus at the Fresno station through a Bakersfield station located at Truxtun Avenue to the project's southern terminus at Oswell Street in Bakersfield. The Authority approved an alignment for a portion of the project, extending from Fresno to 7th Standard Road, the northern limits of the City of Bakersfield. The FRA issued a Record of Decision in June 2014, approving the preferred alignment in its entirety from the Fresno Station to the Bakersfield Station at Truxtun Avenue. The Surface Transportation Board affirmed the FRA's Record of Decision and approved construction of the Fresno to Bakersfield Project in August 2014.</p> <p>In June 2014, the City of Bakersfield filed a lawsuit challenging the certified EIR pursuant to CEQA. The Authority and the City of Bakersfield announced in December 2014 that they had settled the lawsuit and agreed to identify an initial conceptual alignment through the City of Bakersfield with a station located at the intersection of F Street and Golden State Avenue (SR 204) that would address the City's concerns and meet the Authority's design requirements, for the Authority to study in subsequent environmental review. The "locally generated alternative" (LGA) for the Bakersfield station, as described and analyzed in the Draft Supplemental EIR/EIS, evolved from this mutual cooperation and subsequent public input.</p> <p>In the Draft Supplemental EIR/EIS, the Authority and FRA described the environmental setting of the LGA, evaluated the potential significance of environmental impacts and compared the LGA (referenced as the "F-B LGA" in the Draft Supplemental EIR/EIS) with the corresponding segment of the alignment and station location identified in the Fresno to Bakersfield Section Final EIR/EIS (referenced as the "May 2014 Project" in the Draft Supplemental EIR/EIS) and approved by the FRA in 2014.</p> <p><i>Evaluation of Alternatives Considered in Developing the LGA</i></p> <p>The Authority, in cooperation with the City of Bakersfield, and also the City of Shafter and Kern County, conducted a high-level feasibility analysis to determine a feasible and practicable alternative that should be carried forward into preliminary design and environmental review. High level concepts were developed based on the original alignment and station location provided by the City of Bakersfield (Exhibit GENERAL-01.1). The City's concept had outlined an HSR alignment parallel to UPRR from 7th Standard Road to Oswell Street. The Authority refined the City's concept and established the route between Shafter and 7th Standard Road to join the May 2014 Project. While there were additional alternative alignments, stations, and maintenance of infrastructure facility (MOIF) locations that were discussed within the boundaries of the cities of Bakersfield and Shafter, Kern County, and various stakeholders, they were determined infeasible and were not included further in the feasibility analysis.</p> <p>Based on this analysis and input from the cities of Bakersfield and Shafter, the LGA (Sub Alignment Alternatives A2, B1, C1 and D2, described below) was recommended for further study in the Draft Supplemental EIR/EIS. In summary, the F-B LGA represents a combination of the sub alignments that have fewer environmental impacts when compared to the other sub alignments considered, can meet the project purpose and need and objectives, and is potentially feasible and reasonable.</p>

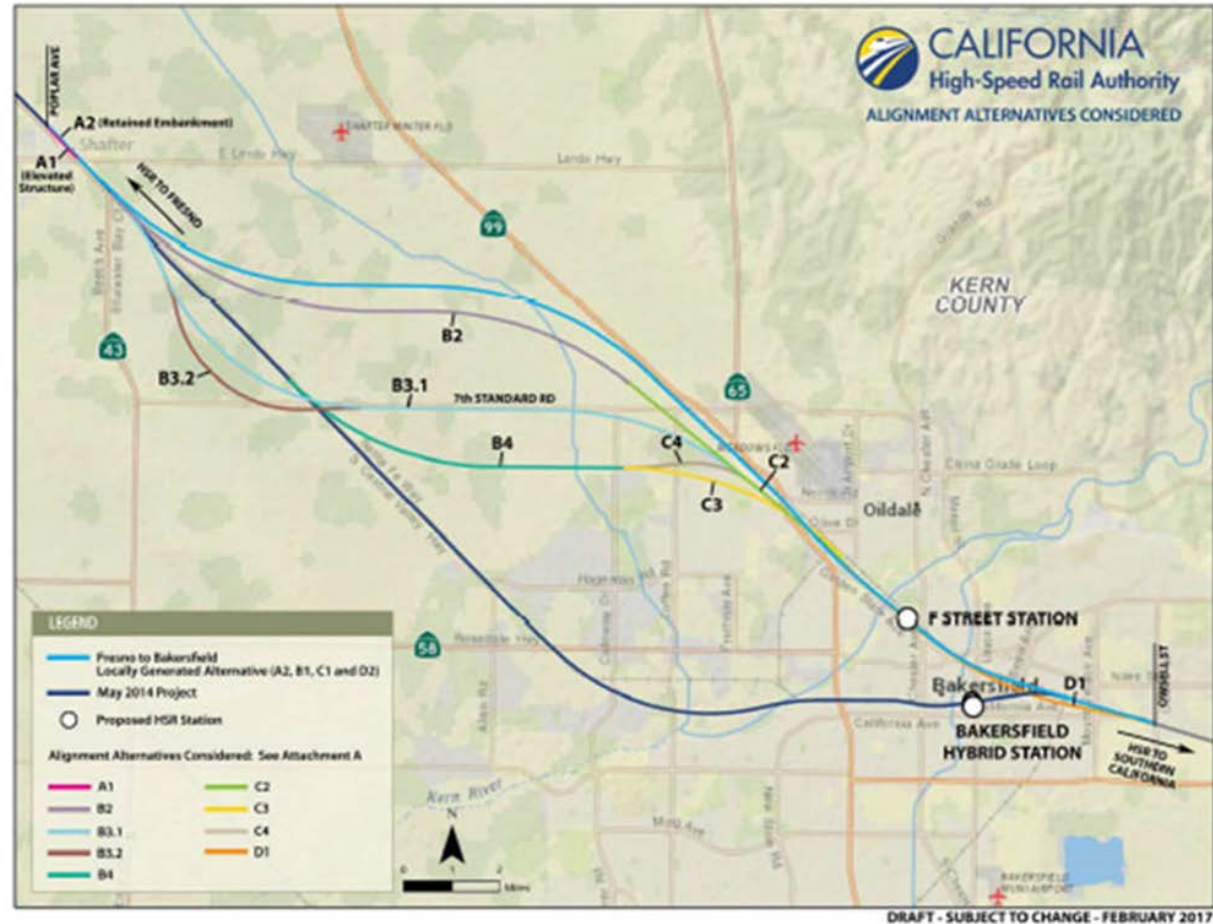


Exhibit GENERAL-01.1: F-B LGA Alignment Alternatives Considered

The Bakersfield West Alignment was previously eliminated in the Statewide Program Final EIR/EIS (see Figure 2.6-24 and the subsequent table), and included a spur connection to Bakersfield Amtrak Station, and a station and MOIF near 7th Standard Road within the Bidart Brothers' Saco Ranch site. These design concepts either did not satisfy HSR program objectives, would be substandard and impractical from a technical perspective when compared to an F Street Station location, and/or would be incompatible with the future land use.

A summary of the findings and recommendations of this feasibility analysis for all alignment alternatives considered is provided below:

- **A1 - BNSF Adjacent (HSR) Elevated** - Between Poplar Avenue and Los Angeles Avenue, the HSR alignment follows the Wasco-Shafter Through-Town Alternative from the May 2014 Project. The alignment would run in a southeasterly direction, parallel to the eastern boundary of the BNSF right-of-way. The alignment is at-grade north of Fresno Avenue and transitions to an elevated structure by Shafter Avenue. The alignment remains on elevated structure through downtown Shafter and transitions to a sloped embankment section south of Los Angeles Avenue. The MOIF would be located between Poplar Avenue and Fresno Avenue.
- **A2 - BNSF Adjacent (HSR Embankment)** - The HSR alignment would be similar to Alignment A1 with the exception of a lowered profile. The HSR and BNSF alignments would be at-grade at Poplar Avenue and both would transition to a retained embankment by Fresno Avenue. The HSR and BNSF alignments would continue on retained embankment to provide grade-separated crossings between Fresno Avenue and Lerdo Highway. The HSR alignment would transition to a sloped embankment section at Los Angeles Avenue. Los Angeles Avenue would be closed and local traffic rerouted through the roadway network. The BNSF alignment would transition back to an at-grade section between Lerdo Highway and Los Angeles Avenue. The MOIF would be located between Poplar Avenue and Fresno Avenue.

Alignment A1, which was already studied in large part in the Final EIR/EIS, was withdrawn in favor of detailed study of Alignment A2, which is locally supported. The City of Shafter expressed concern with the HSR elevated structure from the May 2014 Project, contending it would cause unacceptable noise impacts and would preclude the City's ability to grade-separate BNSF crossings in the future, leading to future traffic impacts. The City proposed the concept described under Alignment A2 as a means to address the concern. The Authority considered the City's proposal with reference to approved design changes in HSR construction packages currently underway that also lower the HSR alignment from an elevated structure to embankment, and considered it potentially feasible and able to avoid the environmental issues the City has identified. A preliminary assessment of Alignment A2 did not identify additional significant environmental impacts and found potential for cost reduction. While Alignment A1 and Alignment A2 were both potentially feasible and met most project objectives, Alignment A1 would have resulted in greater noise and traffic impacts than Alignment A2. For purposes of the Draft Supplemental EIR/EIS, Alignment A2 was determined to be the reasonable alternative to carry forward.

- **B1 - North of Burbank Street** - The HSR alignment would continue south of the City of Shafter and turn eastward on a curve. Between Zachary Avenue and Zerker Road, the alignment would run in an easterly direction, parallel to the north side of Burbank Street. Between Zerker Road and 7th Standard Road, the alignment would turn southeasterly on a curve then run parallel to the western boundary of the UPRR right-of-way. The vertical alignment would continue on a sloped embankment section from Los Angeles Avenue, the transition to an elevated structure at the industrial developments north of 7th Standard Road.
- **B2 - South of Burbank Street** - This HSR alignment is similar to Alignment B1, with the exception that it would run parallel to the south side of Burbank Street. This alternative would be required to cross Burbank Street at a high skew angle.
- **B3.1 - 7th Standard Road** - The HSR alignment would continue south of the City of Shafter and turn westward on a curve. It would cross BNSF then turn eastward on a reversing curve to cross BNSF again on approach to becoming parallel with 7th Standard Road. Between Zachary Avenue and the Friant-Kern Canal, sub-alternatives were considered

	<p>with the alignment north of, south of, or in the median of 7th Standard Road with consideration to balancing impacts between local jurisdictions. The same selection factors are applicable for each sub-alternative. Between the Friant-Kern Canal and Snow Road, the alignment would turn southeasterly on a curve then run parallel to the UPRR right-of-way. The vertical alignment would continue on a sloped embankment section from Los Angeles Avenue to Snow Road with elevated structures over the BNSF, roadway, and canal crossings.</p> <ul style="list-style-type: none"> • B3.2 - 7th Standard Road Intermodal Yard Avoidance - This HSR alignment is similar to Alignment B3.1, except it includes a design speed reduction to 175 mph on the reversing curves west of BNSF in order to avoid impacts to the Shafter Intermodal Facility. It would include an additional crossing of 7th Standard Road at a high skew angle. • B4 - Snow Road - The HSR alignment would continue south of the City of Shafter and follow the Wasco-Shafter Through-Town Alternative from the May 2014 Project up to 7th Standard Road. The horizontal alignment would turn eastward on a curve at 7th Standard Road, then run parallel to the north side of Snow Road. The alignment would continue in an easterly direction between Zerker Road and Calloway Drive. The vertical alignment would continue as an at-grade section from 7th Standard Road to Calloway Drive. <p>Alignment B1 was carried forward for detailed study as part of the F-B LGA as there were no potential fatal flaws identified during the preliminary assessment and therefore was potentially feasible, has fewer impacts than the other alternatives, and is the most consistent with the project's purpose and need and objectives. Potential fatal flaws were identified for the other B Alignments in terms of impacts and ability to meet the purpose and need and objectives. Alignment B2 was withdrawn as it passes through parcels designated for development as part of the Shafter Intermodal Facility and bisects the Rosedale Spreading ground water recharge facility. The Shafter Intermodal Facility is primarily located along the east side BNSF at 7th Standard Road. The Kern Council of Governments (COG) has identified the facility as a significant regional resource and indicated plans to expand the facility to the east and to the north, up to Burbank Street. A South of Burbank Street HSR alignment (as proposed in Alignment B2) would hinder such an expansion. The Rosedale Spreading is a groundwater recharge facility serving the region. Alignment B1 would run along north border of this facility as compared to Alignment B2 which would bisect it, incurring more impacts to this regional facility when compared to B1. Alignment B3.1 was withdrawn as it passes through a portion of the existing Shafter Intermodal Facility and would pass through parcels identified as part of a developing oil field. The Division of Oil, Gas and Geothermal Resources (DOGGR) has identified land generally located between Renfro Road and Kratzmeyer Road as the Rosedale Ranch oil field. Selection of an alignment through a developing oil field is not practical or reasonable, given a feasible alternative that can avoid it. Alignment B3.2 was withdrawn as it would require additional roadway improvements to 7th Standard Road, passes through parcels identified as part of a developing oil field and requires a reduction in speed to 175 mph to avoid the intermodal site. Selection of an alignment with a reduction in speed is not practical or reasonable, given a feasible alignment that does not require a reduction. Alignment B4 was withdrawn as it passes through parcels identified as part of a developing oil field and it would incur more residential property and school impacts compared to other B Alignments. Selection of an alignment with more residential property impacts is not practical or reasonable practicable, given a feasible alignment that does not require a reduction.</p> <ul style="list-style-type: none"> • C1 - North of Burbank Street adjacent to UPRR North of 7th Standard Road - The HSR alignment would continue in a southeasterly direction, parallel to the western border of UPRR right-of-way from 7th Standard Road to the Bakersfield F Street Station. The alignment is on elevated structure in order to minimize impact to the industrial land uses north of 7th Standard Road and to cross over hard physical constraints such as SR 99, railroad spur tracks, and the Kern River. A
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	<p>grade-separated 7th Standard Road would be constructed over the HSR elevated structure. The SR 204 intersection with F Street would be rebuilt as a grade-separated interchange.</p> <ul style="list-style-type: none"> • C2 - South of Burbank Street - Parallel and Offset from UPRR North of 7th Standard Road - This HSR alignment is similar to Alignment C1, with the exception that it is offset to the west approximately 0.25 mile to avoid the industrial land uses between 7th Standard Road and SR 99. A connection is feasible between Alignment C2 to Alignment B1 or Alignment B2. The alignment is at-grade until the SR 99 crossing where it transitions to an elevated structure. • C3 - Snow Road - The HSR alignment would turn southward on a curve between Calloway Drive and SR 99. Between SR 99 and the Bakersfield F Street Station, the alignment would run in a southeasterly direction, parallel to the western boundary of the UPRR right-of-way. The alignment is at-grade until the SR 99 crossing where it transitions to an elevated structure. The alignment is on elevated structure to cross over hard physical constraints such as SR 99, railroad spur tracks, and the Kern River. • C4 - Snow Road - Reduced Design Speed with Minimized Property Impacts Alignment C4 is similar to Alignment C3, with the exception that it includes a northward to southward set of reversing curves to minimize residential impacts between Coffee Road and SR 99. The curves would require a reduction in design speed to 125 mph. <p>Alignment C1 was carried forward as it would have fewer impacts to waters of the U.S. and is farther from residential zones when compared to Alignment C2. It is most consistent with the original City of Bakersfield concept for the HSR alignment being adjacent to UPRR; therefore, it was feasible, met objectives, and reduced impacts that other alternatives presented. Alignment C2 was withdrawn as it would straddle local canals, requiring considerably more canal realignments and impacts to waters of the U.S. than Alignment C1. Alignment C2 is closer in vicinity to residential developments and would bisect the Saco Ranch property between 7th Standard Road and Fruitvale Avenue. Alignment C3 was withdrawn given its association with withdrawn Alignment B4 and because it would displace a significantly greater number of residential properties between Coffee Road and SR 99 than the other alignments. Alignment C4 was withdrawn given its association with withdrawn Alignment B4 and because it would require a significant reduction in design speed from 250 mph to 125 mph, making it less capable of meeting the purpose and need and objectives. Selection of an alignment with a reduction in speed is not practical or reasonable, given a feasible alignment that does not require a reduction.</p> <ul style="list-style-type: none"> • D1 - Sumner and Edison Streets Adjacent - Alignment D1 would traverse a set of curves between the Bakersfield F Street Station and Oswell Street. The curves would traverse across various properties in a wide corridor bounded between the UPRR to the north and 19th Street to the south. The alignment would continue on elevated structure to cross over hard physical constraints such as SR 178, SJVRR wye tracks, and existing grade separations between Beale Avenue and Oswell Street. • D2 - Sumner and Edison Streets Adjacent/Center - Reduced Design Speed with Minimized Property Impacts - Alignment D2 would traverse a curve between the Bakersfield F Street Station and Union Avenue. This curve would require a reduction in design speed from 250 mph to 220 mph. Between Union Avenue and Oswell Street, the alignment would run in the center of Sumner Street and Edison Highway on an elevated structure. The alignment would continue on elevated structure to cross over hard physical constraints such as SR 178, SJVRR wye tracks, and existing grade separations between Beale Avenue and Oswell Street. <p>Alignment D1 was withdrawn as it would impact facilities identified as potentially historic or impact facilities with potential</p>
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	<p>traditional cultural sensitivity, and Alignment D1 has substantially greater community impacts when compared to Alignment D2. An alternative that impacts historic properties is not a reasonable one, given a potentially feasible alignment that can avoid impacting them. Selection of an alignment with greater community impacts is also not reasonable or practical, given a feasible alignment that does not incur as much impact. Alignment D2 was carried forward as it would avoid the potentially historic property, would have fewer community impacts, and is locally supported. Through public outreach, the City of Bakersfield and Kern County expressed preference for HSR to run in the center of Sumner Street and Edison Highway, respectively, as it would reduce community impacts. The reduction in design speed from 250 mph to the nominal operating speed of 220 mph would be necessary to locate the station platforms near F Street and to avoid unnecessary realignments of SR 204 or encroachment into UPRR operating right-of-way. This reduction in design would not result in increased travel time system-wide because the nominal operating speed of 220 mph may be maintained. The F-B LGA includes grade separation through the city of Shafter and parallels the existing UPRR corridor, therefore, requiring fewer slowdowns at road crossings, making up for any increase in travel time due to the reduction in operating speed through the F Street Station area. Thus the F-B LGA still meets the purpose, need, and objectives of the HSR project, delivering predictable and consistent travel times.</p> <p>Based on the analysis discussed above and input from the cities of Bakersfield and Shafter, the F-B LGA (consisting of Alignments A2, B1, C1, and D2) was recommended for further study in the F-B LGA Draft Supplemental EIR/EIS. In summary, the F-B LGA represents a combination of the sub alignments that reduces environmental impacts in comparison to the other sub alignments considered, can meet the project purpose and need and objectives, and is potentially feasible and reasonable.</p>
GENERAL	FB-LGA-Response-GENERAL-02: Public Outreach
<p>A number of comments were concerned with the public involvement process and suggested that the outreach was not adequate for a project of this size and scope. Some commenters were specifically concerned about outreach to environmental justice populations.</p>	<p>Pursuant to the requirements of NEPA and CEQA, the Authority and FRA have conducted an extensive public and agency involvement program as part of the environmental review process. Public involvement and outreach included development and provision of informational materials such as fact sheets, informational and scoping meetings (including town hall meetings), public and agency meetings, meetings with individuals and groups, as well as presentations and briefings to interested and/or impacted organizations and associations.</p> <p>Agency involvement included agency scoping meetings, an Interagency Working Group, meetings with agency representatives, and other agency consultation. Table 9-1 lists the agency and public meetings held as part of the Authority's outreach efforts associated with the F-B LGA development process. Table 8-1 of the Fresno to Bakersfield Section Final EIR/EIS lists the agency and public meetings held as part of the Authority's outreach efforts through the publication of the Fresno to Bakersfield Section Final EIR/EIS.</p> <p>Public and agency outreach also included notification and circulation of the Draft Supplemental EIR/EIS. Chapter 9 of the Draft Supplemental EIR/EIS (Public and Agency Involvement) describes the public and agency involvement efforts conducted during the preparation, and after publication, of the Draft Supplemental EIR/EIS.</p> <p>Circulation and Notice of Availability</p> <p>The High-Speed Rail Authority and the FRA were the CEQA and NEPA lead agencies for the Draft Supplemental EIR/EIS. As such, public noticing of the availability of the Draft Supplemental EIR/EIS for public review was conducted by the High-Speed Rail Authority and FRA.</p> <p>The Fresno to Bakersfield Section Draft Supplemental EIR/EIS was circulated for 60 days as required by CEQA (CEQA Guidelines §15080-15088). The CEQA Guidelines provide:</p>

	<p>The public review period for a draft EIR shall not be less than 30 days nor should it be longer than 60 days except under unusual circumstances. When a draft EIR is submitted to the State Clearinghouse for review by state agencies, the public review period shall not be less than 45 days, unless a shorter period, not less than 30 days, is approved by the State Clearinghouse. (14 C.C.R. 15105)</p> <p>Likewise, Section 13(c)(9) of the FRA Procedures for Considering Environmental Impacts provides:</p> <p>The draft EIS shall be made available for public and agency comment for at least 45 days from the Friday following the week the draft EIS was received by EPA. The time period for comments on the draft EIS shall be specified in a prominent place in the document, but comments received after the stated time period expires should be considered to the extent possible. (64 FR 101, page 28545, May 26, 1999)</p> <p>The Authority believes the time provided was sufficient for the public to review and provide comments on the Fresno to Bakersfield Section Draft Supplemental EIR/EIS. A formal public hearing was held in Bakersfield on December 19, 2017, at which written and verbal comments were accepted on the Draft Supplemental EIR/EIS.</p> <p>Per the requirements set out by the CEQA Guidelines 15086 and 15087, the Authority and FRA provided widespread notice of the availability of the Draft Supplemental EIR/EIS to ensure that members of the public and local, state and federal agencies had the opportunity to review and provide comments. The Authority and FRA provided broad notice of the availability of the Draft Supplemental EIR/EIS in the following ways: by mailing a notice to all individuals/organizations that requested notice in writing and publication in newspaper(s) of general circulation; by direct mailing to owners/occupants of property within 300 feet of the F-B LGA footprint and the May 2014 Project footprint; via direct mailing to agencies, elected officials, tribes, etc.; via direct mailing to those on the project mailing list; by submitting copies to the State Clearinghouse for state agency review; and via publication in the federal register.</p> <p>The Authority and FRA provided access to the Draft Supplemental EIR/EIS in the following ways: the entire Draft Supplemental EIR/EIS, Volumes I through III, were made available on the Authority's website; CDs containing these documents were made available to anyone who requested them (in writing), free of charge; and CDs and printed copies were made available in public libraries in the vicinity of the affected alignments and the Authority offices.</p> <p>The Authority and FRA facilitated awareness of the availability of the Draft Supplemental EIR/EIS in the following ways: by providing information during monthly agency meetings and regular consultations; by holding general public meetings, as well as individual meetings with stakeholders; by holding a public hearing during the 60-day review period for the Draft Supplemental EIR/EIS; and by using mailed announcements.</p> <p>Chapter 10 of the Draft Supplemental EIR/EIS lists the agencies, Native American tribes, elected officials, and organizations and businesses that were provided mailed notice of the availability of the document. Between November 3 and November 9, 2017, the Authority published a press release in all major newspapers in the area advising the public of the availability of the Draft Supplemental EIR/EIS on the Authority's website. The Authority used the County Assessors' rolls in Kern County to identify and provide notice to owners of land affected or within a 300-foot buffer of the May 2014 Project and F-B LGA footprints.</p> <p>The public was given the opportunity to comment in any of several ways. Comments could be submitted to the Authority and FRA by card or letter (including cards and letters submitted at the public hearing), verbally at the public hearing, and by means of e-mail. The Authority and FRA have considered comments received after January 16, 2018 on the Draft Supplemental</p>
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EIR/EIS. These comments are reproduced here in Chapters 19 through 25 of this Final Supplemental EIR. A total of approximately 290 submission letters (a submission letter by an individual or organization could consist of one or multiple comments) were submitted on the Draft Supplemental EIR/EIS. These submissions were provided via e-mail, via mailed letters, and via the Authority's website.

The Notice of Availability, which was distributed initially on November 9, 2017 and then, in corrected form on November 17, 2017, included notice of the December 19, 2017 Public Hearing and was mailed to schools, elected officials, stakeholders, agencies, and tribes. It was also mailed to owners and residents within 300 feet of the May 2014 Project and F-B LGA project footprint and to anyone who had requested to be notified. Finally, the NOA was published in 10 newspapers with circulation in the project area. The table below shows the names of publications and the dates the NOA was published.

Table 1. NOA Newspaper Publications

	Publication	Initial Publication Date	Second Publication Date
1	Bakersfield Californian	11/9/2017	11/17/2017
2	Bakersfield.com	11/09/2017-11/15/2017	11/15/2017
3	El Popular	11/3/2007	11/17/2017
4	Fresno Bee	11/9/2017	11/17/2017
5	Hanford Sentinel	11/9/2017	11/17/2017
6	Vida en el Valle	11/8/2017	11/22/2017
7	Corcoran Journal	11/9/2017	11/15/2017
8	Delano Record	11/9/2017	11/23/2017
9	Wasco Tribune	11/8/2017	11/22/2017
10	Shafter Press	11/8/2017	11/22/2017

In addition to publishing the notice in local newspapers, the Authority posted the NOA on the Fresno to Bakersfield project section webpage with a link from the Authority's homepage. The Authority also issued a press release on November 9, 2017 with the specific hearing information to media outlets in the Central Valley and an email list of 8,789 unique email addresses.

Public Hearing and Meeting Notices

Public meetings were announced through direct mail to those in the project database, advertisements in local newspapers, email notices, and postings on the Authority's website. Notifications of public meetings were posted in newspapers that have general circulation in areas potentially affected by the proposed project. Direct mailed notices for public meetings were in English and Spanish or contained a toll-free phone number for Spanish speakers to call. Emailed notices for public meetings were in English and Spanish. American Sign Language interpreters were available at the Draft Supplemental EIR/EIS Public

	<p>Hearing.</p> <p>The FRA published a notice about the public hearing scheduled for December 19, 2017 in Bakersfield. The webpage was made available to the public on November 17, 2017 at: https://www.fra.dot.gov/Page/P1072. The U.S. Environmental Protection agency also published a notice about the availability of the Draft Supplemental EIR/EIS from the FRA on November 17, 2017.</p> <p>Meeting notices were also delivered to key stakeholder groups to display at public counters/bulletin boards. The mailing list included approximately 15,000 recipients. To ensure outreach to potentially impacted residents, landowners, tenants and stakeholders, the database includes all individuals who have requested information, participated in a meeting or workshops, or individuals/organizations with whom the Authority proactively sought to meet.</p> <p>For further detail of the public meetings held during the preparation of the Draft EIR/EIS and the RDEIR/SDEIS, refer to FB-Response-GENERAL-16 in the Fresno to Bakersfield Section Final EIR/EIS.</p> <p>Various publications and materials were developed in English and Spanish and made available at public meetings, activity centers, information tables, and the Authority's website, including the Fresno-Bakersfield High-Speed Rail Fact Sheet, Statewide High-Speed Rail Fact Sheets, F-B LGA Fact Sheet, F-B LGA Frequently Asked Questions, Fresno to Bakersfield Frequently Asked Questions, Right-of-way Fact Sheets, "Your Property, Your High-Speed Rail Project," and the Permit to Enter fact sheet regarding field studies for various environmental disciplines. In addition, the Authority website includes information about HSR, the proposed HSR route, the Authority's Revised Business Plans (Authority 2012a, 2014, 2016), newsletters, press releases, board of directors meetings, recent developments, status of the environmental review process, Authority contact information, and related links. Spanish language interpreters were available at the Community Open House/Public Information Meetings and Draft Supplemental EIR/EIS Public Hearing.</p>
GENERAL	FB-LGA-Response-GENERAL-03: Response to Comments Received After the Close of the Public Comment Period
	<p>The Draft Supplemental EIR/EIS for the Fresno to Bakersfield Section was circulated for public review and comment between November 9, 2017 and January 16, 2018. Responses to public and agency comments received during the review period are provided in Chapters 19 through 25 (responses to comments on the Draft Supplemental EIR/EIS) of this Final Supplemental EIR for the Fresno to Bakersfield Section.</p> <p>There were approximately 20 submissions to the Authority and FRA following the close of the comment period on the Draft Supplemental EIR/EIS. These letters are also included in Chapters 19 through 25 of this Final Supplemental EIR.</p>
GENERAL	FB-LGA-Response-GENERAL-04: Impacts to the Westchester Neighborhood Southwest of the F Street Station
<p>Some commenters expressed concern that the station location at F Street and the Golden State Highway would have a negative impact on the residential neighborhood to the southwest, which will be very close to the station and will have already been impacted by the 24th Street Widening Project.</p>	<p>The F-B LGA and corresponding F Street Station was selected as the Preferred Alternative in the Draft Supplemental EIR/EIS for several reasons, including reduced overall impacts to residential neighborhoods when compared to the May 2014 Project. Benefits of the F-B LGA over the May 2014 Project related to neighborhood impacts include:</p> <ul style="list-style-type: none"> • Fewer residential displacements: The F-B LGA would result in approximately 298 fewer residential unit displacements than the May 2014 Project, which amounts to 944 fewer residents being displaced. • Avoid displacement of residents from communities where there is insufficient replacement housing: Under the May 2014 Project, residents displaced from the community of Crome would need to seek replacement housing in surrounding communities, as there is not existing housing stock within the community to accommodate displaced

	<p>residents. In contrast, the F-B LGA would not impact the community of Crome.</p> <ul style="list-style-type: none"> • Avoid division of existing neighborhoods and communities: The May 2014 Project would traverse residential areas in the Northwest District of Bakersfield, thereby creating a permanent division in an existing and established neighborhood, and would displace approximately one-third of the homes and the only church in the community of Crome. The F-B LGA, however, would follow existing and long-established highway and railroad corridors through the urban areas, and would not pass through established neighborhoods or the community of Crome. <p>For a detailed discussion of long-term neighborhood impacts of the F-B LGA, refer to sections 5.1.1, Property Displacements and Relocations, and 5.1.2, Disruption or Division of Existing Communities - Operation Impacts, of the Fresno to Bakersfield Section Supplemental Community Impact Assessment (2017).</p> <p>With the F-B LGA, the Westchester residential neighborhood southwest of the F Street Station would experience short-term construction nuisance effects, including dust from grading and other earthwork, construction noise, and visual effects. Although construction of the HSR project would impact individuals or individual property owners, these impacts would be temporary¹ and would be mitigated to a less-than-significant level, as described in Sections 3.3, Air Quality and Global Climate Change, 3.4, Noise and Vibration, and 3.16, Aesthetics and Visual Quality of the Draft Supplemental EIR/EIS.²</p> <p>Over the long-term, the properties in this neighborhood would not be displaced and residents would be able to remain in their homes. Properties in close proximity to the station may experience nuisance effects such as operational noise and vibration and aesthetic effects. These impacts would be mitigated to the extent possible, as described in Sections 3.4, Noise and Vibration, and 3.16, Aesthetics and Visual Quality of the Draft Supplemental EIR/EIS.</p> <p>The widening of 24th Street is a separate project that is not part of the F-B LGA. The 24th Street widening project is part of the future condition with or without the HSR project, and may contribute cumulative impacts along with the F-B LGA. The main cumulative contribution of the 24th Street widening project is the division of the residential neighborhoods along the 24th Street corridor, located between Oak Street to the west, 16th Street to the south, and SR 204/Golden State Avenue to the north and east. The F-B LGA would not contribute to the division of this neighborhood because the alignment is located northeast of the neighborhood and would not bisect any portion of this neighborhood. The widening of 24th Street could also contribute to short-term impacts as a result of construction activities. Road detours and access restrictions could cause delays for residents and area users. The F-B LGA could cause similar impacts, and the projects' impact areas overlap particularly between Chester Avenue and SR 99 along the 24th Street corridor. The 24th Street widening project includes IAMMs which would include traffic control measures and noticing which would help the project avoid any delays or inconvenience impacts to residents and area users, as would the F-B LGA. Both projects include a commitment to communication and cooperation with local and regional agencies, which would help to develop traffic and delay avoidance plans that incorporate the needs of both projects, if construction periods overlap.</p> <p>The proposed F Street Station associated with the F-B LGA includes access improvements to the F Street Station area and the neighborhood west of F Street Station by adding an interchange with Golden State Highway (SR 204) at F Street. The existing design of SR 204 is a north-south highway connecting SR 58 and SR 99 within the city of Bakersfield. It operates as an urban arterial south of F Street and as a freeway north of F Street. The proposed interchange at SR 204 and F Street would result in SR 204 operating as a freeway north of M Street and would improve safety and circulation for residents in the nearby neighborhoods.</p>
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	<p>Under existing conditions, SR 204 is an at-grade signalized intersection with F Street. Existing highway segment analysis shows that the westbound segment on SR 204 east of F Street operates unsatisfactorily under both a.m. (Level of Service [LOS] D) and p.m. (LOS E) peak hour conditions. Once constructed, the F Street/SR 204 westbound ramps would operate at LOS C during a.m. peak hours and LOS B during p.m. peak hours, and the F Street/SR 204 eastbound ramps would operate at LOS C during both a.m. and p.m. peak hours. This would result in improvements to the circulation and safety in the station area vicinity, which in turn would contribute to improved safety and circulation for residents in the neighborhood west of the F Street Station. More details on the LOS analysis of the highway segments are included in the F-B LGA Transportation Technical Report (Authority and FRA 2017).</p> <p>¹ Project construction is expected to be completed within six years from the beginning of the first phase of construction and through operational testing of the HSR system, not including property acquisition or permitting. Most construction activities would cease in one to two years at any given location.</p> <p>² Section 3.3, Air Quality and Global Climate Change of the Draft Supplemental EIR/EIS identifies that implementation of AQ-MM#1, #2, and #4 would reduce construction-related air quality impacts to a less-than-significant level. Section 3.4, Noise and Vibration of the Draft Supplemental EIR/EIS identifies that implementation of NV-MM#1 and #2 would reduce construction-related noise and vibration impact to less-than-significant levels, respectively. As stated in Section 3.16, Aesthetics and Visual Resources of the Draft Supplemental EIR/EIS, because construction would decrease the visual quality rating by one level and viewers would have moderately high sensitivity to construction-period visual changes, it is considered to have a less than significant impact under CEQA.</p>
GENERAL	FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station
<p>Some commenters expressed concern that the F Street Station presented limited revitalization opportunities and lesser benefit than the Truxtun Avenue Station location. The Authority also received comments that the F Street Station would not provide connectivity to the Bakersfield Amtrak station.</p>	<p>Station Area Development</p> <p>The F-B LGA's proposed F Street Station has proximity to the downtown area, and the surrounding area has the potential for development. SR 204/99B is a main artery through Bakersfield that connects to SR 99 and SR 178. F Street provides direct access to the downtown core to the south; Chester Avenue also provides access to the downtown as well as to industrial, residential, and park uses to the north. East of the proposed station site, 34th Street provides east-west access to the station site.</p> <p>The station site study area includes the Kern River, flood plain features, agriculture, open space, storage and warehouse, light industrial, commercial, and residential uses (Exhibit GENERAL-05.1).</p> <p>A HSR Station in downtown Bakersfield (as proposed with the F-B LGA) would encourage higher-intensity development in the surrounding areas. This would also be consistent with the City's plans and policies encouraging downtown revitalization. According to the Final Draft 30-Year Phased Development Strategy (City of Bakersfield 2016b), the City intends to substantially increase retail, residential, office, and hotel development in the areas surrounding the proposed HSR station through policies and strategies promoting infill development, business attraction, and the adoption of zoning ordinance amendments. Approximately 6 percent of the F Street Station study area is underutilized or vacant, and surrounding development is characterized as aging, single-story industrial warehouses with large parking areas. Therefore, compared to the Truxtun Avenue Station, the F Street Station presents more opportunities for infill development, revitalization of existing large buildings, new job creation, and transit-oriented housing. As with the May 2014 Project, transit-oriented development associated with the F Street Station would be consistent with the Kern Council of Governments and City of Bakersfield's plans</p>

and policies encouraging downtown revitalization (City of Bakersfield 2005).

Also discussed in the Fresno to Bakersfield Section Final EIR/EIS and the HST Station Area Development Policies (Authority 2008; Authority 2011), the Authority will encourage the City of Bakersfield to facilitate transit-oriented development in and around the station. The F Street Station would be located in an area where the City of Bakersfield is developing a HSR station area plan to address the potential for infill development and increased densities associated with the HSR station.

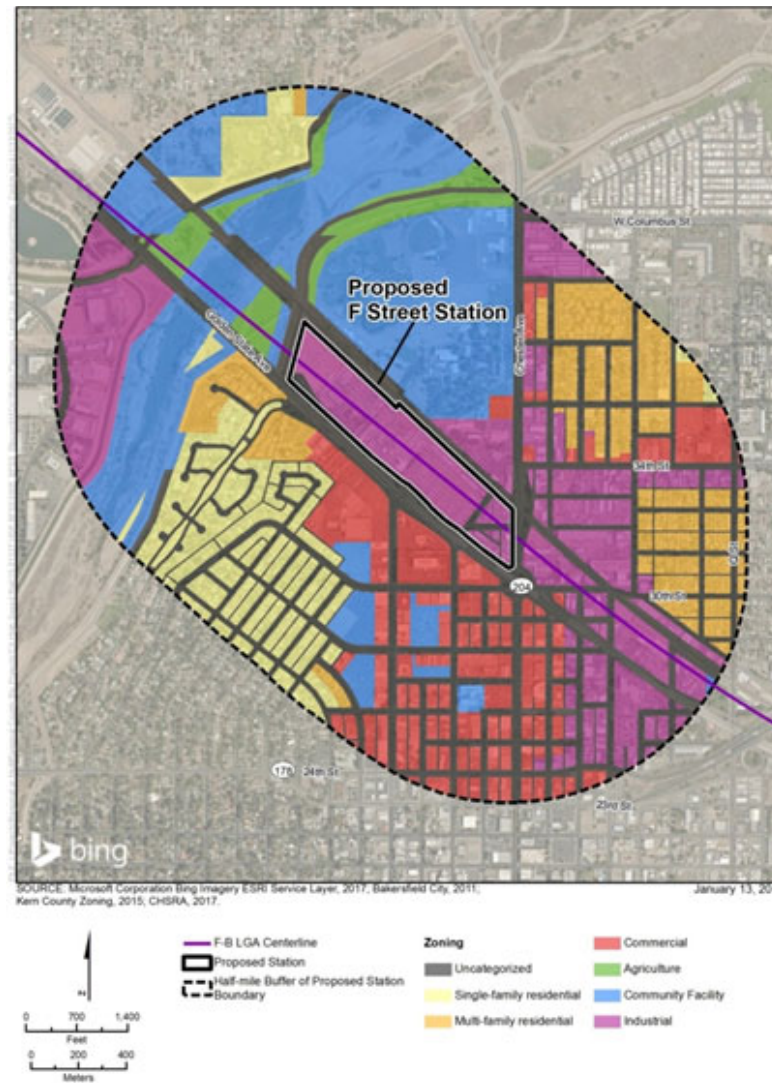


Exhibit GENERAL-05.1 - High-Speed Rail Station Area Plan - Study Area Map

The Authority has developed HSR Station Principles and Guidelines. These include, but are not limited to, the following

features: transit-oriented and higher density development; a mix of land uses and housing types; a grid street pattern; compact, pedestrian-oriented design; context-sensitive building design; and limited amounts of vehicular parking priced. The guidelines are based on international examples where cities and transit agencies have incorporated sound urban design principles as integrated elements of large-scale transportation systems. The application of sound urban design principles to the HSR System will help to maximize the performance of the transportation investment, enhance the livability of the communities it serves, create long-term value, and sensitively integrate the project into the communities along the HSR System corridor.

The documents listed below and located on the [Authority's website](#) set out principles and guidelines for high-speed rail station area development.

- [HST Station Area Development: General Principles and Guidelines](#) (2011)
- [Urban Design Guidelines](#): California High-Speed Train Project (2011)

The City of Bakersfield prepared an HSR Station Area Plan (Vision Plan 2018) in coordination with the Authority. The May 2018 Vision Plan includes an urban design strategy for downtown Bakersfield that promotes economic development and sustainability, encourages the physical development of the station area, and enhances the community's sustainability by encouraging infill development and multimodal connectivity. The Vision Plan builds on existing planning efforts to create a vision for the development and revitalization of Downtown Bakersfield in conjunction with the HSR. The study area for the Bakersfield Vision Plan includes the proposed location of the F Street Station evaluated in the Draft Supplemental EIR/EIS and the Truxtun Avenue Station described in pages 3.13-30 through 3.13-32 of the Fresno to Bakersfield Section Final EIR/EIS. Both stations are identified in the study area map for Downtown Bakersfield (Exhibit GENERAL-05.2).

The Bakersfield Vision Plan will act as a vision document that will: (1) increase population and economic density in the urban core; (2) support residential and commercial activity; (3) develop under-utilized or vacant properties; (4) connect existing activity and cultural centers; (5) create an efficient, reliable and effective multi-modal transportation system; (6) enhance sustainability, livability and a unique sense of place; and (7) secure funding for identified implementation actions.

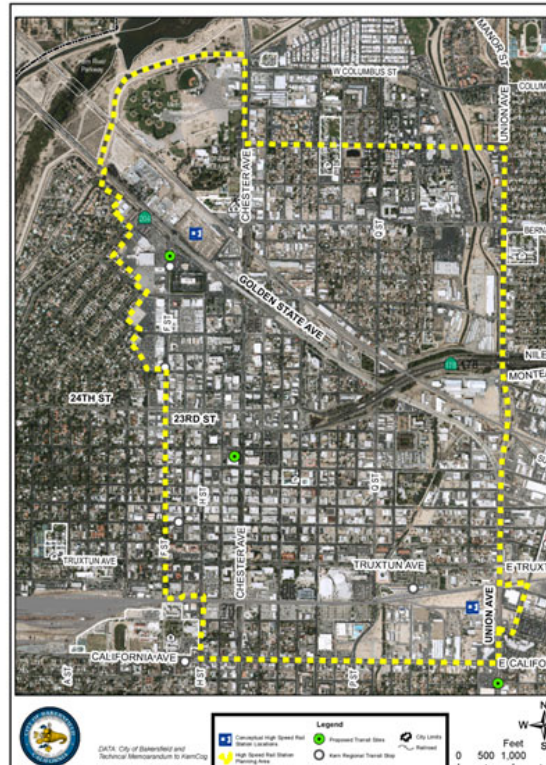


Exhibit GENERAL-05.2 - High-Speed Rail Station Area Plan - Study Area Map

Source: City of Bakersfield (2016)

The following sections of the Draft Supplemental EIR/EIS provide additional information related to land use and development:

- Section 3.2, Transportation, provides information regarding parking.
- Section 3.12, Socioeconomics and Communities, includes information regarding demographics, property, economic factors, and communities and neighborhoods.
- Section 3.13, Station Planning, Land Use, and Development
- Section 3.14, Agricultural Lands, provides information regarding impacts on agricultural land.
- Section 3.15, Parks, Recreation, and Open Space, provides information regarding park impacts.
- Section 3.18, Regional Growth, provides information regarding regional growth, construction and operation employment, and the project's potential to induce growth related to population and employment.

Connection to Bakersfield Amtrak Station

Early in the development of the LGA, the Authority and the City of Bakersfield agreed to identify an initial conceptual alignment through the City of Bakersfield with a station located at the intersection of F Street and Golden State Avenue (SR 204) that would address the City's concerns and meet the Authority's design requirements, for the Authority to study in subsequent environmental review. The Draft Supplemental EIR/EIS evolved from this mutual cooperation and subsequent public input (See FB-LGA-Response-GENERAL-01: Alternatives).

The currently proposed F-B LGA F Street Station would be located at the intersection of F Street/SR 204 and would be designed per the High-Speed Train (HST) Station Area Development: General Principles and Guidelines (Authority 2011). To provide maximum opportunity for station area development in accordance with the purpose, need, and objectives for the HSR system, the preferred HSR station locations would be multi-modal transportation hubs and would typically be in traditional city centers. F Street provides direct access to the downtown core to the south; Chester Avenue also provides access to the downtown as well as to industrial, residential, and park uses to the north. East of the proposed station site, 34th Street provides east-west access to the station site (see Section 3.13 Station Planning, Land Use, and Development of the Draft Supplemental EIR/EIS).

The proposed F Street Station would be located near a network of regional highways in an area with no existing train service as well as in proximity to the Kern River Parkway and would provide a direct connection to that facility. The location of the F Street Station would complement existing public transportation in metropolitan Bakersfield including local buses, intercity buses, Amtrak trains, and paratransit services. Vehicle circulation from F Street would be organized to maximize separation of flows of private vehicle and public transit circulation to reduce delays of public transit caused by traffic congestion. The existing transit center to the east of F Street provides a convenient connection to Chester Avenue, where the City of Bakersfield plans to construct a future bus rapid transit line. The transit center would also be connected to the primary building of the F Street Station with a dedicated bike/pedestrian walkway that is grade-separated at F Street. This dedicated bike/pedestrian walkway, proposed as part of the F-B LGA, would run the length of the F Street Station site and would provide bike and pedestrian access between Chester Avenue, the main station building entrance, and the Kern River trail system. The nearest existing bike lanes or paths are on Chester Avenue adjacent to the station site. Additional bike lanes also exist along P and Q Streets, 21st Street, 30th Street, 34th Street, and the Kern River Parkway, while there are planned bike lanes along Edison Highway to the east of the proposed station and near the intersection of Airport Drive and Golden State Avenue north of the Kern River and the proposed station area (City of Bakersfield and Kern County 2010).

While the Truxtun Avenue Station (May 2014 Project) would be located at an existing public transportation center and would be more convenient for Amtrak and bus riders, Kern Council of Government Metropolitan Bakersfield Transit Center Study (Kern Council of Governments 2015), identified the proposed F Street Station as a possible location for a "Transit Center" in the City of Bakersfield due to anticipated growth and higher demand for transit service. It also identifies the need for connectivity of various existing and future transit service connections. As discussed in Appendix 3.13-A Land Use Plans, Goals, and Policies of the Draft Supplemental EIR/EIS, the F Street Station was one of the 13 suitable transit center locations studied. The study describes the F Street Station location as follows:

The surrounding area contains a high amount of retail/service land use within walking distance from the site, providing support for a transit center. Access is provided with Golden Empire Transit (GET) and Kern Transit and

	<p><i>existing and planned future bicycle routes proposed in the City's Bicycle Transportation Plan. While there is not a not [sic] a high concentration of existing transit dependent populations, employment projections are anticipated to triple by long-term year 2040. This transit center can assist with the anticipated employment growth by providing multi-modal access to nearby future employment centers.</i></p> <p>Furthermore, the proposed F Street Station is approximately 1.5 miles from the Bakersfield Amtrak Station and would be designed as a multi-modal transportation hub that would maximize intermodal transportation opportunities, meeting overall project objectives consistent with the voter-approved Proposition 1A. The location of the F Street Station would complement existing public transportation, including local buses, intercity buses, and Amtrak trains.</p> <p>As discussed in Chapter 2, F-B LGA Description and Section 3.2, Transportation, of the Draft Supplemental EIR/EIS, it is expected that Amtrak San Joaquin rail service would likely adjust to function more in the role of a feeder service to the HSR system in the Bakersfield area, providing passengers with the opportunity to connect to cities not served by HSR. This is consistent with the 2008 San Joaquin Corridor Strategic Plan (Caltrans, March 2008), the 2013 and 2018 California State Rail Plan (Caltrans May 2013 and October 2017), and the California HSR Program Revised 2012 Business Plan (Authority and FRA 2012), as discussed in the Fresno to Bakersfield Section Final EIR/EIS. This assumption is also consistent with the 2016 California HSR Business Plan (Authority and FRA 2016).</p> <p>This would not preclude Amtrak or the City from providing transit service to/from the proposed F Street Station. It should be pointed out that a spur connection, which is a secondary rail line branching off from the main route, was not evaluated as it was determined infeasible and did not satisfy HSR program objective of providing a high-speed rail system and improve intercity travel.</p> <p>More information on efforts for station area planning and integrating passenger rail services, can be found on the Authority's website.</p>
GENERAL	FB-LGA-Response-General-07: General Support of HSR
<p>Several commenters expressed their general support for the HSR Project. Benefits mentioned included economy, reduced congestion on roadways, and reduced pollution and related health benefits.</p>	<p>High-speed rail would bring significant benefits to California, both in the near term and in the long run. It would benefit individuals and the state as a whole. Benefits would be statewide and would encompass both economic and environmental concerns. California's population is growing rapidly and, unless new transportation solutions are identified, traffic and congestion will only worsen and airport delays will continue to increase. The proposed 220-mph HSR System would provide lower passenger costs than travel by air for the same city-to-city markets. It would increase mobility, while reducing air pollution, decreasing dependence on fossil fuels, and protecting the environment by reducing greenhouse gas (GHG) emissions, and would promote sustainable development. By moving people more quickly and at a lower cost than today, the HSR System would boost California's productivity and enhance the economy. In November 2008, California voters passed Proposition 1A, which provides \$9 billion toward the implementation of the HSR Service in California. For more information in regard to the rationale for building the proposed HSR System, please see Section 1.2.4, Statewide and Regional Need for the HSR System with the Fresno to Bakersfield Section. Further information is available in the Statewide Program EIR/EIS (Authority and FRA 2005).</p>

GENERAL	FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives
<p>Many commenters expressed support for or opposition to either the F-B LGA or the May 2014 Project, often based on specific impacts to properties, agriculture, or biological resources.</p>	<p>Several comments either supporting or opposed to the alternatives considered and evaluated in the Draft Supplemental EIR/EIS included opinions regarding alignments following existing transportation corridors and concerns about impacts involving aspects such as displacements (businesses and homes), noise and vibration, transportation, agricultural lands, visual/aesthetic resources, and construction related air quality impacts to specific properties or communities. Among some commenters, reasons for supporting a given alternative included economic benefits, such as improvements in the communities from the construction and presence of the HSR.</p> <p>The December 2014 Settlement Agreement between the Authority and the City of Bakersfield identified a commitment of the two agencies to identify the F-B LGA, which would provide an alternative alignment to the May 2014 Project from just north of Poplar Avenue in Kern County to Oswell Street in Bakersfield. Similar to the May 2014 Project, the F-B LGA alignment would begin north of Shafter and run east of the BNSF corridor, continuing southeasterly until just north of Burbank Street where it would turn east until reaching the Union Pacific Railroad corridor. At this point, the alignment would turn and continue southeasterly, adjacent to and west of, the Union Pacific Railroad corridor. The alignment would continue southeasterly into Bakersfield and would deviate from the Union Pacific Railroad corridor. Southwest of the community of Oildale, the alignment would cross SR 99 and continue southeast. South of Airport Drive, the alignment would cross and run parallel to the east side of SR 204. This route would continue until the SR 178 crossing, where the alignment would turn east and return parallel to the Union Pacific Railroad corridor. The F-B LGA would continue generally east within the Sumner Street and Edison Highway corridors and would terminate near Oswell Street. The F-B LGA station would be located at the intersection of SR 204 and F Street. A MOIF would be located along the F-B LGA in the city of Shafter near Fresno Avenue.</p> <p>Following existing transportation and utility corridors has been a foundational component of HSR project planning commencing with the Statewide Program EIR/EIS process, continuing through the Bay Area to Central Valley Program EIR/EIS process, and continuing through the project level EIR/EISs. Proposition 1A also incorporates into the HSR System performance criteria an emphasis on following existing transportation or utility corridors to the extent feasible, as determined by the Authority, as a mechanism to reduce impacts on communities and the environment (Public Utilities Code § 2704.09). The Authority and FRA have gone to great lengths to maximize the use of existing transportation corridors to minimize potential impacts on agricultural lands. However, this must be balanced with considerations of minimizing potential impacts on urbanized areas (typically, noise and residential and business displacements). Also, HSR operations impose design requirements that do not always fit within the alignment of the existing transportation corridors and therefore cannot feasibly be built solely within those corridors (see also FB-LGA-Response-GENERAL-01). Many existing corridors are not sufficiently straight, nor are their curve radii long enough to support high-speed operation along their full lengths and in many cases cannot maintain the speeds necessary to meet the Proposition 1A travel time requirements. Consequently, an HSR alignment following such a corridor would not be able to meet the project's purpose and need. Additionally, safety considerations dictate the need to separate the HSR from roads and conventional rail (refer to Section 2.4.2.1, Alignment Requirements of the Fresno to Bakersfield Section Final EIR/EIS).</p> <p>The Draft Supplemental EIR/EIS provides a comparison of the relative differences among physical and operational characteristics and potential environmental consequences associated with the F-B LGA and May 2014 Project alignments and the F Street and Truxtun Avenue Station locations. The physical/operational characteristics included alignment, length, capital</p>

	<p>cost, constructability, and operational issues. The potential environmental impacts included transportation-related topics (air quality, noise and vibration, and energy), human environment (land use and community impacts, farmlands and agriculture, aesthetics and visual resources, socioeconomics, utilities and public services, hazardous materials and wastes), cultural resources (archaeological resources, historical properties) and paleontological resources, natural environment (geology and seismic hazards, hydrology and water resources, and biological resources and wetlands), and Section 4(f) and Section 6(f) resources (parklands, recreation areas, wildlife/waterfowl refuges, and historical sites).</p> <p>Although the F-B LGA would involve greater impacts associated with special-status plant communities, roadway segment level of service, vibration, Williamson Act lands, and Section 106 properties than the May 2014 Project, the F-B LGA is the Preferred Alternative because it is supported by the local community (e.g., City of Bakersfield); would result in fewer overall agricultural lands, noise, residential displacements, special-status species, aquatic habitats, and key community facilities impacts; and would cost less to construct.</p> <p>The Authority used the information in the Draft Supplemental EIR/EIS and input from federal, state, and local agencies and the public to identify the Preferred Alternative designated in this Final Supplemental EIR. The Authority's decision included consideration of the project purpose and need and the project objectives presented in Chapter 1, Project Purpose and Need of the Draft Supplemental EIR/EIS, as well as the objectives and criteria in the alternatives analysis, and the comparative potential for environmental impacts. The Preferred Alternative from just north of Poplar Avenue in Kern County to Oswell Street in Bakersfield balances overall impact on the environment and local communities, cost, and constructability constraints of the project alternatives evaluated.</p> <p>The impacts of the F-B LGA and May 2014 Project are summarized in the Executive Summary of this Final Supplemental EIR (See Table S-2, Impact Comparison between May 2014 Project and F-B LGA). A brief comparison of the relative impacts of the alternatives is available in Section S.6, F-B LGA Comparison with May 2014 Project. The principal benefits of the F-B LGA and differences between the F-G LGA and May 2014 Project are discussed in the Supplemental EIR/EIS and briefly summarized below. The F-B LGA differs from the May 2014 Project for the following reasons:</p> <ul style="list-style-type: none"> • The F-B LGA, when compared to the May 2014 Project, would reduce the number of residential displacements. The F-B LGA would require 86 residential displacements, while the May 2014 Project would require 384 residential displacements. • The F-B LGA, when compared to the May 2014 Project, would result in similar business relocation impacts. The F-B LGA would require 377 business relocations, while the May 2014 Project would require 392 business relocations. • The efficiency gained from the F-B LGA results in fewer direct permanent impacts on waters and wildlife resources. The F-B LGA would result in 15.96 acres of direct permanent impacts on waters, while the May 2014 Project would result in 16.52 acres of direct permanent impacts on waters. The F-B LGA would result in fewer direct permanent impacts to wildlife resources than the May 2014 Project. • The F-B LGA, when compared to the May 2014 Project, would result in similar uses of Section 4(f) properties. Both the F-B LGA and the May 2014 Project would use two Section 4(f) properties. • The F-B LGA, when compared to the May 2014 Project, would result in fewer permanent impacts to Important Farmland. The F-B LGA would permanently impact 372 acres of Important Farmlands compared to 485 acres under the May 2014 Project. Additionally, the F-B LGA would impact 114 acres of Williamson Act Contract Lands compared to 47 acres under
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	<p>the May 2014 Project.</p> <p>Neighborhoods, particularly those near the urban HSR stations, may experience increased vitality once the system is in operation in terms of improved access, residential infill, employment growth, and greater patronage of local business. The area around the Bakersfield station could improve community cohesion because improvements in the area with the development of the station could provide new meeting places for residents from the surrounding neighborhoods.</p>
GENERAL	<p>FB-LGA-Response-GENERAL-09: Oppose HSR Project (e.g., Cost; Funding; Impacts on Cities, Counties, Communities, Farmland, Agriculture, Natural Environment, Wildlife and Habitat, Air Quality, Business, Land Access, and Residential)</p>
<p>Many comments were submitted opposing the overall project, based on one or more reasons, including cost; funding; impacts on cities, counties, communities, farmland, agriculture, natural environment, wildlife and habitat, air quality, business, land access, and residential areas.</p>	<p>As discussed in Section 1.2 of Chapter 1 in the Draft Supplemental EIR/EIS, California's population is growing rapidly and, unless new transportation solutions are identified, traffic will only become more congested and airport delays will continue to increase. The proposed 220-mph HSR System would provide lower passenger costs than air travel for the same city-to-city markets and service competitive with automobile travel. It would increase mobility while reducing air pollution, decreasing dependence on fossil fuels, protecting the environment by reducing GHG emissions, and promoting sustainable development in the areas near the stations, in comparison to existing trends. By moving people more quickly and at lower cost than today, the HSR System would boost California's productivity and also enhance the economy. See the discussion under Section 1.21, Purpose and Need of HSR System, Fresno to Bakersfield Section, and F-B LGA, in the Draft Supplemental EIR/EIS.</p> <p>High-speed rail systems around the world cover their own operating costs through revenues, which is a key reason why 13 nations have built almost 10,000 miles of high-speed rail lines in the last few decades and why 24 countries are planning and building another 16,000 miles. The financial analysis of the California system, described in the 2016 Business Plan (Authority 2016, page 94), clearly demonstrates that the ridership and revenues are well able to cover the costs of operating the system, meaning that no operational subsidy would be required.</p> <p>It is anticipated that the HSR Project will be financed through a combination of federal, state funds, and private funds. To date, the Authority has secured funding through FRA's High-Speed Intercity Passenger Rail Program, California Proposition 1A's Safe, Reliable High-Speed Passenger Train Bond Act adopted by state voters in November 2008, and Cap and Trade proceeds. Through these funding sources, California has identified \$9.95 billion to invest in the development of its HSR Project, including approximately \$3.48 billion in federal grant funds obligated through Cooperative Agreements with FRA (Authority 2016, page 72). In July 2014, the California 3rd District Court of Appeal ruled in the Authority's favor in two lawsuits relating to our ability to access Proposition 1A bond funds. Subsequently, in October of 2014, the California Supreme Court denied a petition to review the lawsuits, making the Court of Appeal decision final.</p> <p>In 2014, the Legislature also established a continuous funding source for the program from the state's Cap and Trade program - which provides the basis for funding the first high-speed passenger rail line in California.</p> <p><i>Employment Opportunities</i></p> <p>The Draft Supplemental EIR/EIS estimates that for the F-B LGA, the number of one-year full-time job equivalents that would be created directly as a result of HSR project construction spending over the entire construction period would be approximately 5,786, while the total number of regional indirect and induced one-year full-time job equivalents that would be created in Kern County would be approximately 5,242, for a total of 11,028 one-year full-time job equivalents (Draft Supplemental EIR/EIS Section 3.12.4). The Authority estimates that permanent employment associated with the operation of</p>

the project in Kern County would be approximately 17,200 jobs by 2035. This includes direct jobs to operate and maintain the project (approximately 2,300 jobs), indirect and induced jobs created to support these workers (approximately 3,200 jobs), and the additional jobs created as a result of the improved connectivity of the region to the rest of the state.

Ticket Prices

Fares will be set by the operator. However, as discussed in the Revised 2012 Business Plan and continued in the 2016 Business Plan, analysis is based on a scenario of fares being set at 83 percent of anticipated airline fares. This follows the strategy of HSR systems worldwide to set fares that are below those of airlines serving the same market and above the out-of-pocket driving costs in shorter distance travel markets. The appropriate fare level will take into account direct competition from air and road travel and system service costs. The ticket pricing structure is expected to be similar to that of an airline, with different classes of ticket as well as different price points depending upon the time and day of travel, how long travel is purchased before the departure date, how many stops the train makes, etc.

Air Quality

In the long-term, the HSR would help improve air quality in the San Joaquin Valley air basin by reducing vehicle-miles traveled (VMT) in comparison to the No Project Alternative. Automobiles produce a major portion of the air pollutants generated within the air basin, and reducing VMT reduces these emissions. Over the long term (year 2035), the HSR Project would result in smaller increases in motor vehicle emissions than would occur with the No Project Alternative, and these reductions, along with the Voluntary Emissions Reduction Agreement between the Authority and the San Joaquin Valley Air Pollution Control District, would offset any short-term emission increases associated with the construction of the HSR System itself (refer to Section 3.3.5 of the Draft Supplemental EIR/EIS).

Wildlife and Habitat

All HSR alternatives have both direct and indirect effects on wildlife habitat as well as associated special-status species of plants and wildlife. Effects are either direct during site preparation and construction or indirect through runoff, noise, motion, startle, and ongoing facility operation. During site preparation, plant communities, some of which comprise wildlife habitat elements, would be removed from the construction area (i.e., areas where track would be laid) prior to heavy construction activities. It is during this phase of the project that wildlife would be displaced or otherwise affected through the clearing, scraping, and removal of vegetation. The displacement of wildlife into the adjoining habitat would create increased pressures for survival as other individuals would compete for finite resources, which generally reduces the local populations due to the habitat reduction. The pre-project landscape contains existing restrictions to wildlife movement, such as SR 99, urban development, and the BNSF and UPRR tracks. Refer to Section 3.7.4 of the Draft Supplemental EIR/EIS for more in-depth discussion of potential impacts and existing restrictions to wildlife movement.

Farmland

Overall, the amount of land that would be removed from agricultural production in Kern County is a very small percentage of the total land in production in the county (see Section 3.14.4 of the Draft Supplemental EIR/EIS). The Authority will acquire the land of property owners whose land is directly affected by the project in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act). The Uniform Act establishes minimum standards for treatment and compensation of individuals whose real property is acquired for a federally funded project. For more information on the Uniform Act, see Appendix 3.12-A of the Fresno to Bakersfield Section Final EIR/EIS. Information about acquisition, compensation, and relocation assistance is also available on the [Authority's website](#), please see [Your Property, Your High-](#)

[Speed Rail Project](#) (Authority 2013). The project must also adhere to California Relocation Assistance Act requirements, which are discussed in Appendix 3.12-A of the Final EIR/EIS. Even so, there would be potential for temporary disruption to agricultural operations as production is reallocated between owners and as facilities are relocated. Related economic sectors, such as processing facilities, could also experience some short-term multiplier effects from reduced production.

Agriculture Impacts

The project would adversely affect individual farms and other agricultural operations. Construction of the HSR System would result in disruption to or removal of existing infrastructure such as buildings and other structures, pumps and wells, reservoirs/tailwater ponds, irrigation systems (including distribution lines, canals, and gravity flow systems), power supplies, and access. These disruptions and removals would be, understandably, very important to individual farm owners and operators and, in extreme cases, could make the existing agricultural operation infeasible to continue.

The HSR right-of-way would sever parcels, including parcels of agricultural land. Although some parcel severance is inevitable with any HSR alignment, the Authority and FRA have made great efforts to minimize this impact through alignment selection, station locations, and careful project design. In some areas, severance would create small remnant parcels rendered uneconomic for farming operations. Typically, these remnants would be located between road rights-of-way and the HSR alignment.

The Authority is committed to working with agricultural property owners to resolve or mitigate, if possible, acquisitions that result in the division of farmlands. Design features include creation of a farmland consolidation program to sell these uneconomic remnant parcels to neighboring landowners (see Section 3.14.5, Avoidance and Minimization Measures of the Draft Supplemental EIR/EIS) and creation of overcrossings or undercrossings at reasonable intervals to preserve access across the HSR right-of-way (see Mitigation Measure SO-MM#4 in Section 3.12.6 of the Draft Supplemental EIR/ EIS).

Business Impacts

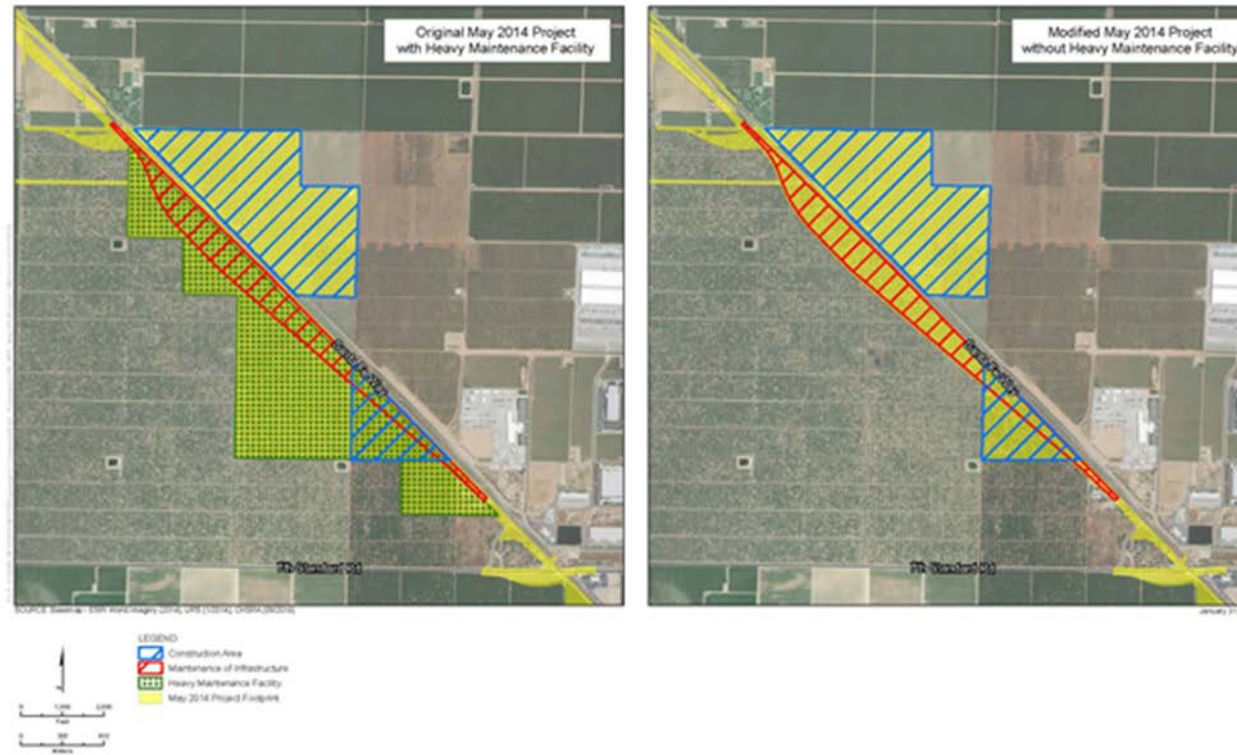
Project construction would require acquisition and relocation of a number of businesses. The Authority will acquire the land of property owners whose land is directly affected by the project in accordance with the Uniform Act. The Uniform Act establishes minimum standards for treatment and compensation of individuals whose real property is acquired for a federally funded project. For more information on the Uniform Act, see Appendix 3.12-A of the Fresno to Bakersfield Section Final EIR/EIS and FB-LGA Responses-SO-02: Business Impacts - Construction/Operation Would Create Too Many Impacts on Businesses. The project must also adhere to California Relocation Assistance Act requirements, which are discussed in Appendix 3.12-A of the Final EIR/EIS. Information about acquisition, compensation, and relocation assistance is also available on the Authority's website. It is anticipated that many of the jobs at these businesses would be relocated rather than lost. Section 3.12.4 of the Draft Supplemental EIR/EIS provides information about property acquisition impacts on businesses.

Depending on the location of the construction activities and the nature of the activities, the impacts on businesses would vary. Business-related impacts would be more likely to occur near surface construction activities. Businesses that tend to rely on drive-by traffic to attract customers would experience the greatest impacts; however, some of these businesses may receive positive business impacts as construction workers buy goods and services in addition to regular customers.

As described in Section 3.12.10 of the Final EIR/ EIS, the Authority will develop a relocation mitigation plan, in consultation with affected cities and Kern County, which will minimize the impacts on businesses during construction, including signage and maintaining access to the extent practicable, and providing relocation assistance (see Section 3.12.6 SO-MM#4 and SO-MM#5 of the Draft Supplemental EIR/EIS). In addition, other sections of the Draft Supplemental EIR/EIS identify mitigation

	<p>measures related to noise (Section 3.4.6), dust (Section 3.3.7), and traffic (Section 3.2.6).</p> <p>Operation could also result in positive business impacts related to transit-oriented development (TOD) in those areas where growth and higher densities are encouraged (i.e., Downtown Bakersfield). The HSR stations could act as a catalyst for TOD. Sections 3.12.4 and 3.13.4 of the Draft Supplemental EIR/ EIS provide additional information on the benefits for businesses.</p> <p><i>Communities</i></p> <p>The project would predominantly travel along or adjacent to existing major transportation facilities within the urban areas and would maintain through access and therefore minimizes the need to bisect neighborhoods. As described in Section 3.12.4 of the Draft Supplemental EIR/EIS, many communities in the study area developed around the railroad, which may have been the draw for development originally but has remained a dividing feature within the communities. Because the HSR System would be grade-separated, it would provide safe and free-flowing connecting roads across the trackway. There is the potential for physical deterioration, primarily from the elevated guideways in urban areas.</p> <p>The Authority is working together to minimize and avoid effects leading to physical deterioration. Refer to Draft Supplemental EIR/EIS Sections 3.12.4 and 3.12.6, for complete information on community impacts and additional mitigation details, respectively. The HSR Project would require property acquisitions along the borders of some neighborhoods, but these acquisitions would not affect overall neighborhood cohesiveness. After mitigation, impacts on these neighborhoods are expected to be minimal.</p> <p>Around the HSR station, the existing land uses are predominantly commercial and industrial; however, there are residential uses in close proximity that could be affected by station activities. Limits on parking in neighborhoods or business districts adjacent to the station would be the responsibility of the City of Bakersfield. Parking is expected to be developed in phases over time, as demand increases and in response to development around the station such as TODs. For information about City of Bakersfield parking strategy and implementation, see Appendix I: Implementation and Appendix V: Parking Report of the Downtown Bakersfield High-Speed Rail Station Area Plan (May 2018). Section 2.4.4 of the Draft Supplemental EIR/EIS and FB-LGA-Response-TR-1 explain how the Authority would take a flexible approach to providing the necessary parking at stations. Refer to Draft Supplemental EIR/EIS Sections 3.2 Transportation, 3.3 Air Quality and Global Climate Change, 3.4 Noise and Vibration, and 3.11 Safety and Security for additional information on potential impacts in the station area and mitigation measures to reduce or avoid the impacts.</p> <p>The evaluation of impacts on neighborhoods and communities within the study area is provided in Section 3.12 of the Draft Supplemental EIR/EIS and in the Fresno to Bakersfield Locally Generated Alternative Community Impact Assessment Report (Authority and FRA 2017), FB-LGA-Response-GENERAL-03, and FB-LGA-Response-GENERAL-19. This assessment considered the following key neighborhood and community issues: changes in neighborhood quality; barriers to social interaction in the analysis of potential impacts of the HSR Project on neighborhoods, community cohesion, and community facilities; impacts on community facilities; and impacts on public services, safety, and security. In addition, the Community Impact Assessment provides a demographic analysis with complete race, ethnicity, income, and housing characteristics for socioeconomic, communities, and environmental justice.</p> <p><i>Growth</i></p> <p>Population growth is anticipated to increase in the Central Valley even without the HSR System. The growth inducement analysis in Section 3.18 of the Draft Supplemental EIR/EIS shows that in Kern County, the HSR is projected to induce about 2-3 percent more total population and create about 3 percent more total jobs by 2035 than would occur under the No Project</p>
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	<p>Alternative (refer to Table 3.18-9 in the Draft Supplemental EIR/EIS). The HSR would help provide employment opportunities in an area of high unemployment and would encourage more compact growth around the proposed stations at greater intensities than currently exist.</p> <p>Land use is highly dependent on transportation facilities because enhancing access leads to higher attractiveness for commercial land uses. The HSR System is not like a freeway with multiple on- and off-ramps; access would be limited to the stations. So, despite passing through rural areas, the HSR would not provide direct access to those areas. The project would provide opportunities to encourage more compact development around the urban stations and redirect development growth to central cities, in conjunction with the SB 375 regional efforts and future plans of the City of Bakersfield, and would reduce the pressure for the future conversion of farmlands by encouraging new investments in urbanized areas, rather than in peripheral areas.</p> <p>For more information regarding growth related to the HSR System, please refer to Section 3.18, Regional Growth of the Draft Supplemental EIR/EIS.</p>
GENERAL	FB-LGA-Response-GENERAL-10: Comments with Opinion Only
Some comments stated a person's opinion on the project, but not necessarily support or opposition for an alternative.	These comments present opinions on the project. CEQA requires a final EIR to respond to the responsible comments received on environmental issues (see 14 CCR §15088(a)). The comments do not address an environmental issue but have been included in the Project's administrative record.
GENERAL	FB-LGA-Response-GENERAL-11: HMF- Oil Refinery
The Authority received many comments suggesting that the Shafter Heavy Maintenance Facility and the oil refinery were included in the May 2014 Project footprint.	<p>The Authority received several comments stating that the analysis for the May 2014 Project incorrectly overstates the impacts because of inclusion of the Shafter Heavy Maintenance Facility (HMF). This is not correct, and the Shafter HMF is not included in the May 2014 Project footprint and is not included in analysis of environmental impacts.</p> <p>At the May 10, 2016 California High-Speed Rail Authority Board meeting, Mr. Adam Cohen correctly identified an error in the total acreage of Important Farmland within the May 2014 Project permanent footprint; subsequently, the May 2014 Project permanent footprint was revised to exclude the HMF originally considered in the Fresno to Bakersfield Section Final EIR/EIS.</p> <p>The permanent project footprints compared in the Draft Supplemental EIR/EIS include the proposed HSR right-of-way and associated facilities, such as traction power supply stations, maintenance of infrastructure facility (MOIF), and switching and paralleling stations, as well as shifts in roadway right-of-way associated with those facilities (including overcrossings and interchanges) that would be modified or shifted to accommodate the HSR project. The F-B LGA does not include a proposed HMF; therefore, the HMF was removed from the May 2014 Project permanent project footprint to allow a more accurate comparison of the alternatives (i.e., an apples-to-apples comparison). The figure presented below shows a comparison of the May 2014 Project permanent footprint with the HMF included in the footprint and without the HMF. The figure on the right (without the HMF) is consistent with the May 2014 Project footprint analyzed in the Draft Supplemental EIR/EIS.</p>



The parcels associated with the oil refinery are included as part of the study area due to temporary construction area designations that include staging and laydown areas. Regarding additional full parcels included in the study area for the May 2014 Project, these were designated as either potential staging/laydown areas and temporary construction easements or large design components not fully designed at the time of publication of the Fresno to Bakersfield Section Final EIR/EIS.

<p>TRANSPORTATION</p>	<p>FB-LGA-Response-TR-1: Station Parking</p>
<p>Some commenters had concerns regarding the proposed stations' on-site and off-site parking facilities, station footprints, and effects on local traffic flow.</p>	<p>Parking for each of the station alternatives is discussed in Section 2.5 of the Fresno to Bakersfield Section Final EIR/EIS, with more detail about the prospective parking demand in Section 2.4.4 of the Final EIR/EIS and the Draft Supplemental EIR/EIS. In the Draft Supplemental EIR/EIS, the 2035 full system high ridership forecast was used to capture the maximum potential station parking demand and to allow for an analysis of where and how parking demand might be accommodated near the HSR station. Parking availability itself is not a direct environmental impact, but secondary physical impacts from parking, such as</p>

	<p>traffic, noise, and air quality are (CNRA 2009). Based on Public Resources Code, section 21099(b)(3), the adequacy of parking for a project shall not support a finding of significance pursuant to this section.</p> <p>The Draft Supplemental EIR/EIS's analysis of high forecasts for parking provides flexibility over time to reduce the amount of station parking based on more refined demand projections and TOD around station areas. Land use development around the HSR stations is anticipated to occur over time. The amount of nearby development, as well as the future availability of local transit connections, both of which tend to decrease parking demand, would influence the future parking demand. While the HSR would be a catalyst for such development, the actual timing would be dictated by land use decisions based on market conditions by the City of Bakersfield. Demand for parking facilities would also depend on how HSR ridership grows over time; essentially and within the parameters of the environmental analysis, decisions concerning the construction of parking facilities would be made as needed, taking into account the existing parking availability.</p> <p>The Authority = would therefore retain the flexibility to make decisions about what parking facilities to construct initially and how additional parking might be phased in or adjusted depending on how the HSR System ridership increases over time and how the station area develops over time. For example, it is possible that some parking facilities might be constructed at the project opening (estimated to occur by 2029 according to the Authority's 2018 Business Plan), only to be replaced in whole or in part, or augmented later with development of other parking facilities (see Section 2.5.3 of the Fresno to Bakersfield Section Final EIR/EIS). To the extent these new facilities are not covered by the current environmental review, they may require additional environmental review in the future prior to changes in parking supply. However, as discussed in Section 3.2.4 and Section 3.2.5 of the Draft Supplemental EIR/EIS, the project has reviewed and disclosed the impacts of a plan that would accommodate maximum possible parking demand. On-street parking management in neighborhoods or business districts adjacent to the stations would be the responsibility of the City of Bakersfield.</p> <p>The study area for each station was established by considering the potential for impacts on roadway segments and at intersections from new, station-related traffic (i.e., traffic generated by that station). The traffic analysis considered traffic increases on nearby streets that would be expected to result from the projected ridership at each station (see Section 3.2.4 and Section 3.2.5 of the Draft Supplemental EIR/EIS). This analysis included considerations of parking demand at the stations and their impact on existing parking facilities, commercial operations, and nearby residential areas (see Section 3.2.4 and Section 3.2.5 of the Draft Supplemental EIR/EIS).</p>
NOISE AND VIBRATION	FB-LGA-Response-N&V-01: Schools
<p>Commenters expressed concerns related to specific schools, and some comments request calling out schools by name in the document. Some commenters also expressed concerns that schools are not given special regard with FTA criteria and effects to children's health are not addressed.</p>	<p>The FRA High-Speed Ground Transportation Noise and Vibration Impact Assessment Manual (2012) was used to evaluate the potential noise impacts on schools from the proposed HSR Project. Schools, libraries, churches, and other institutional land uses where it is important to avoid interference with such activities as speech, meditation, and concentration on reading material with no nighttime use are classified under Land Use Category 3 for noise and vibration impact criteria in the FRA High-Speed Ground Transportation Noise and Vibration Impact Assessment Manual (2012). The noise impact criteria are shown on Figure 3-1 and Table 3-1 while the vibration criteria are shown in Table 7-1 of the FRA High-Speed Ground Transportation Noise and Vibration Impact Assessment Manual (2012).</p> <p>It is important to note that the FRA and FTA noise and vibration impact criteria are based on human annoyance. The criteria are not related to health effects, nor do separate criteria exist for children. This is because the noise descriptors in the FRA manual are largely based on EPA studies that looked at the effects of noise on public health in the 1970s. The noise-sensitive</p>

	<p>areas (NSAs) discussion presented in Section 5.2, Existing Noise Environment, of the Noise and Vibration Technical Report for the F-B LGA (Authority and FRA 2017), aims to summarize land use in the area near the proposed F-B LGA alignment. Not every sensitive receptor analyzed is listed in these summaries; however, every sensitive receptor within approximately 2,500 feet of the track centerline was included in the noise assessment and every sensitive receptor within approximately 275 feet of the track centerline was included in the vibration assessment.</p> <p>The impact assessment in the Draft Supplemental EIR/EIS identifies specific locations with impacts to sensitive receptors (such as a school). Table 3.4-20 summarizes the affected sensitive receptors, and Table 3.4-21 contains a complete list of 22 schools within 2,500 feet of the track centerline along with their level of noise impact. Figures 3.4-4 and 3.4-5 of the Draft Supplemental EIR/EIS show the locations of affected sensitive receptors. However, if an impact is not projected, the receptor is not discussed in the assessment. In other words, consistent with the FRA noise impact assessment methodology, if a school (an example of a sensitive receptor) is outside the radius from the train at which the criterion/threshold is no longer exceeded, then a precise noise prediction at that location is not projected. For further information on potential impacts to schools and effects on children's health, please refer to Technical Appendix 3.12-C Effects on Children's Health and Safety of the Draft Supplemental EIR/EIS.</p>
NOISE AND VIBRATION	FB-LGA-Response-N&V-02: General Assessment Methodology Concerns - Use of FRA Methodology/Criteria
<p>Commenters expressed concern regarding how the noise and vibration assessments were completed in general. Some concerns relate to the criteria used and how noise levels are presented. Some commenters also requested more noise measurements.</p>	<p>The FRA guidance manual (High Speed Ground Transportation Noise and Vibration Impact Assessment, 2012) was the methodology used for analyzing HSR noise for the Draft Supplemental EIR/EIS. For evaluation of non-HSR noise, such as noise from stations, maintenance facilities, and construction, FTA methodology was used (Transit Noise and Vibration Impact Assessment Guidance Manual, 2006). To analyze the potential noise impacts during operations, the noise impact assessment procedure followed the FRA methodology.</p> <p>The FRA noise impact criteria were used to evaluate potential noise impacts on sensitive land uses. The criteria is a sliding scale that determines noise impacts based on the existing noise levels and project noise levels for existing conditions. For future conditions, the future noise levels and project noise levels are used. The sliding scale shows that communities with higher existing noise levels (i.e., suburban and urban areas) would have a lower potential for impact because higher noise levels contributed by the project would have a lower potential to increase noise levels. The justification is that people located in communities that are already exposed to high levels of noise would tolerate a smaller increase in noise. On the other hand, the sliding scale shows that communities with lower existing noise levels (i.e., rural areas) would have a greater potential for impact because lower noise levels contributed by the project would have a greater potential to increase noise levels. The justification is that people located in communities that are exposed to low levels of noise would tolerate a higher increase in noise.</p> <p>The noise impact criteria are based on the potential annoyance of people to the project noise, and are not based on the potential audibility of a noise source. The noise impact criteria are defined such that where no impact is predicted, the project would result in an insignificant increase in the number of people highly annoyed by the new noise.</p> <p>For a new Project corridor in a quiet suburban/rural environment, the FRA guidance manual specifies a screening distance of 1,300 feet. Noise-sensitive receptors located within the screening distance would have the potential for noise impacts while noise-sensitive receptors located beyond the screening distance would not have the potential for noise impacts. The screening distance is not meant to represent the distances within which the HSR would be audible but an interim step in the analysis</p>

procedure. The screening allows for a high-level review of the corridor, to identify potential locations where noise impacts would potentially occur (thereby allowing more detailed analysis of those potential locations to determine if impacts would actually occur) and to identify locations where impacts would not occur. This screening distance is based on the assumptions associated with typical projects such as the number of train operations, train speeds, and existing noise conditions. Based on the specific factors of the HSR Project, potential impact was assessed for all noise-sensitive receptors within approximately 2,500 feet which is further than the standard screening distance of 1,300 feet. The potential noise impact extends further than the typical screening distance because the number of train operations per day would be greater than the assumed 50 train operations per day.

Noise impact categories are defined according to FTA and FRA guidance. A severe noise impact occurs when there is a change in noise level (existing without project levels versus existing with project noise levels) would be noticeable to most people and likely to generate strong, adverse reactions. A moderate noise impact occurs when there is a change in noise level that would be noticeable to most people, but may not be sufficient to generate strong, adverse reactions. The Lmax is the maximum noise level for a particular event. The FRA noise impact assessment methodology is not based on Lmax, but rather on cumulative noise descriptors, which take into account how loud each event is, how long each event lasts, and, for land use categories where people sleep (including residences), how many events occur each day (including nighttime events). Reference levels at a particular distance and train speed are adjusted based on (1) the actual distances for each receptor along the corridor and (2) the actual train speeds at that location (both through trains and trains that may stop at additional stations). For example, because HSRs are powered electrically rather than by diesel engines (which are louder), an HSR has to achieve a speed of 150 mph before it makes as much sound as a commuter train at 79 mph. The duration of the sound is also different; an HSR moving at 220 mph would only be heard for about 4 seconds, while a typical freight train traveling at 30 mph can be heard for 60 seconds.

Noise sensitive land uses were identified within the screening distance to evaluate potential noise impacts. Noise- and vibration-sensitive land is categorized according to FTA guidelines, as described in Section 3.4.2.3, Impact Assessment Guidance of the Draft Supplemental EIR/EIS. Noise-sensitive areas were identified based on current information available, including GIS data, aerial mapping, and field surveys. The potential for noise impacts was assessed at all sensitive locations along the project corridor. According to FTA guidance, parks are only considered to be noise-sensitive if they are used in a manner that is noise-sensitive such as reading, conversation, meditation, etc.; active recreation such as pedestrian walkways and bike paths are not considered noise sensitive.

Noise was evaluated using models to determine potential noise impacts from existing noise levels and project noise levels. Existing noise levels were determined throughout the corridor by taking direct field noise measurements at certain noise-sensitive receptors following the FRA methodology. Noise measurements were taken at specific noise-sensitive locations near the alignment in the study area that were considered representative of conditions throughout the study area (see Figures 3.4-2 through 3.4-3 in the Draft Supplemental EIR/EIS). Specific measurement locations were selected based on their land use category and physical location along the proposed F-B LGA alignment within the noise study area. Noise levels measured at these locations are representative of certain existing noise conditions and are applied to several neighborhoods with similar noise sources. Dominant existing noise sources in the study area were first determined by field observations and then confirmed by measurement data results, which indicated which noise events were the greatest contributors to the existing measured noise levels. Section 3.4.3, Affected Environment, in the Draft Supplemental EIR/EIS provides the details on the

	<p>noise measurement locations.</p> <p>Project noise levels were determined based on, all noise sources during a train pass-by to produce a single reference noise level for a train pass-by for the noise model. FRA and FTA methods take this single reference noise level along with the number of trains per hours during daytime and nighttime, to calculate either the peak hour noise level or the Ldn (Day and Night Level) noise level. The peak hour noise level is used to identify noise levels at places that are used primarily for daytime activities, such as schools and parks. The Ldn is used to identify noise levels at places with sleep-related activities, such as homes, apartments, hospitals, and hotels. The Ldn adds a 10-dBA penalty to the hours between 10 p.m. and 7 a.m. to account for people being more sensitive to noise during these hours.</p> <p>The FTA and FRA guidelines were used to evaluate potential noise impact from the construction of the HSR Project because the project is federally funded. The FTA and FRA provide a uniform guidance on rail and transit projects. Although the construction of the HSR Project is not subject to local and city noise ordinances, the Authority and its design/build contractor will consider local noise sensitivities consistent with local ordinances and employ best management practices (BMPs) to minimize excess noise impacts during construction. In addition, local ordinances were acknowledged and presented in Sections 3.1.3 and 3.1.4 of the Noise and Vibration Technical Report (Authority and FRA 2017). The construction noise impact analysis was based on evaluating the noise expected to be generated by typical construction equipment and construction methods.</p> <p>Startle effects are based on a combination of the speed of the train and the distance from the tracks. The projected distance of 45 feet within which startle may occur is based on the maximum train speed of 220 mph, which will not be achieved at all locations. According to FRA and FTA policy, for noise-sensitive locations identified within the distance where surprise may occur, the onset-rate adjusted sound levels are used to identify impact. The F-B LGA alignment would be located on viaduct that is more than 50 feet above the ground. Therefore, people and animals would be located more than 45 feet from the HSR track and would not experience startle effects from onset rates caused by the proposed HSR. HSR stations are not considered noise-sensitive, so additional annoyance from rapid onset rates at stations is not considered an impact; however, potential startle to patrons waiting on station platforms would be minimized with the use of audible and/or visual notification systems.</p>
NOISE AND VIBRATION	FB-LGA-Response-N&V-03: Determining Mitigation
<p>Commenters expressed concern regarding mitigation options, how mitigation was determined, and how it will be implemented.</p>	<p>At similar speeds, high-speed trains generate significantly less noise than existing commuter and freight trains. This is primarily due to the use of electric power versus diesel engines, higher quality track interface, and smaller, lighter and more aerodynamic trainsets. The use of electric power units would not have the engine rumble associated with diesel-powered locomotives. While wheel/track interface is a significant source of train noise, HSR track beds and rails are designed and maintained to very high geometric tolerances and standards which would greatly minimize track noise that is prevalent with existing commuter/freight tracks throughout the study area. Another reason HSR noise impacts are less than commuter or freight trains is that high speeds would result in short duration noise events compared with conventional trains (a few seconds at the highest speeds versus 10 to 20 seconds for conventional passenger trains and well over 1 minute for freight trains). The HSR System would be fully grade separated from all roadways. In the urban areas where potential for noise impacts is typically at the highest levels, the HSR System is predominantly in or adjacent to existing rail corridors and the F-B LGA includes the grade separation of the existing tracks. Grade separations completed with the HSR System in corridors such as these would eliminate current horn sounding and bells at existing grade crossings and would result in a noise benefit that</p>

	<p>would offset much of the HSR noise impacts.</p> <p>Potential noise impact has been assessed at sensitive receptors and these areas are identified in Section 3.4.5, Environmental Consequences, of the Draft Supplemental EIR/EIS and shown in Figures 3.4-4 and 3.4-5. The locations of potential barriers are illustrated on Figures 3.4-7 and 3.4-8. Refer to Section 3.4.6 of the Draft Supplemental EIR/EIS for a complete listing of noise impact mitigation measures that would reduce noise impacts below a "severe" level. The California High-Speed Rail Project Noise and Vibration Mitigation Guidelines the Authority approved in 2014 as part of its Fresno to Bakersfield project decision has been updated (see Appendix 3.4-C of the Draft Supplemental EIR/EIS) and used to determine whether mitigation would be proposed for these areas of potential impact. The Guidelines require consideration of all mitigation measures that are reasonable, physically feasible, practical, and cost-effective to reduce severe noise impacts (impacts where a significant percentage of people would be highly annoyed by the HSR Project's noise).</p> <p>If the Authority certifies the Final Supplemental EIR and approves the F-B LGA alignment, it will proceed with construction of the alignment and will implement all construction noise and vibration mitigation measures as construction is occurring. Noise and vibration mitigation measures that address impacts from high-speed rail operations would be adopted and committed to in conjunction with project approval, but implemented closer in time to the commencement of project operations, and in consultation with affected communities. The Authority will refine mitigation for individual homes with residual severe noise impacts (i.e., severe impacts that remain notwithstanding noise barriers) and address them on a case-by-case basis. In addition to the potential use of noise barriers, other forms of noise mitigation may include improvements to the home itself that will reduce the levels by at least 5 dBA, such as adding acoustically treated windows, extra insulation, and mechanical ventilation as detailed in Section 3.4.6, Mitigation Measures of the Draft Supplemental EIR/EIS. The Draft Supplemental EIR/EIS proposes noise barriers in areas of severe noise impacts resulting from the project, where the barriers meet the cost-effectiveness criteria contained in the Noise and Vibration Mitigation Guidelines. To meet the cost-effectiveness criteria, barriers must mitigate noise for more than 10 sensitive receptors, be not less than 800 feet in length, be less than 14 feet in height, and cost below \$55,000 per benefitted receptor. A receptor that receives at least 5-dBA noise reduction due to the barrier is considered a benefitted receptor. Mitigation Measure N&V-MM#3 provides that noise barriers may be installed to reduce noise to acceptable levels at adjoining properties. These may include walls, berms, or a combination of walls and berms. N&V-MM#3 provides that prior to operation, the Authority will work with communities regarding the height and design of noise barriers using jointly developed performance criteria, when the vertical and horizontal location have been finalized as part of the final design of the project infrastructure. Mitigation Measure AVR-MM#2g requires the provision of a range of options to reduce the visual impact of the noise barriers.</p>
BIOLOGICAL RESOURCES AND WETLANDS	FB-LGA-Response-BIO-01: Mitigation Measures (Resources, Details and Phasing, Responsibilities and Future Planning)
Commenters expressed concern that the full complement of mitigation measures may be insufficient because limited permissions to enter resulted in unsurveyed areas.	The Fresno to Bakersfield Section Final EIR/EIS identifies project design features and mitigation measures that the Authority and FRA have determined will avoid, minimize, reduce and mitigate potential adverse impacts resulting from project construction and operation. These mitigation measures and project design features will be tracked and enforced through the Mitigation Monitoring and Enforcement Plan (MMEP), a joint monitoring program that satisfies the requirements of both CEQA and NEPA. The mitigation measures included in the MMEP and adopted with the NEPA Record of Decision contain formal commitments required for project approval. Therefore, in designing, constructing, and operating the Project, the Authority is

required to adhere to and provide appropriate funding for all mitigation measures in the MMEP.

In addition, mitigation measures will be incorporated into the regulatory permits issued for the Project and enforced by the agencies issuing these permits, including the U.S. Army Corps of Engineers (USACE), State Water Resources Control Board (SWRCB), California Department of Fish and Wildlife (CDFW), and the U.S. Fish and Wildlife Service (USFWS). The permits will include mitigation measures as permit conditions, and the Authority will be responsible for documenting compliance with the permit conditions and submitting monitoring reports to the agencies. Furthermore, the Authority has prepared a Compensatory Mitigation Plan (CMP) for the Fresno to Bakersfield Section and a Supplemental CMP for the F-B LGA that identify potential properties that could be preserved, enhanced, or restored to offset impacts on biological resources and wetlands. Following site selection and acquisition, a site specific Comprehensive Mitigation and Monitoring Plan (CMMP) will be prepared, approved by the regulatory agencies, and implemented by the Authority.

MMEP

The Authority and FRA will develop an MMEP to ensure that the adopted project design features and mitigation measures are successfully implemented and tracked throughout project implementation.

CEQA requires a lead or public agency that approves or carries out a project for which an EIR has been certified which identifies one or more significant adverse environmental effects and where findings with respect to changes or alterations in the project have been made, to adopt a "...reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment" (CEQA, Public Resources Code sections 21081, 21081.6).

The Authority as CEQA lead agency will use the MMEP to track and enforce implementation of mitigation measures and project design features.

The MMEP will be active through all phases of the project, including design, construction, and operation. The project will be developed in phases and may include permits required for implementation of project components. There are mitigation measures that must be continuously implemented throughout the development and operation of the HSR Project.

The MMEP identifies those mitigation measures required by the Authority to mitigate or avoid significant adverse impacts associated with the implementation of the proposed project, entity responsible for monitoring, timing of implementation, phase the measure applies to, timing of implementation, and completion verification. The MMEP will help ensure the measures are implemented, their effectiveness monitored, and documentation provided. As individual mitigation measures are completed, the compliance monitor will sign and date the MMEP, indicating that the required mitigation measure has been completed for the subject period. The compliance monitor will also note the documentation (title of the monitoring report) that was submitted for each mitigation measure. The monitoring effort may be expanded to include the permit conditions associated with the Federal Clean Water Act, Porter Cologne Act, State Fish and Game Code, Federal and State Endangered Species Acts and any requirements necessary to comply with Section 106 of the Historic Preservation Act. These other regulatory requirements will result in obtaining various permits that will include often times more specific terms and conditions that may be treated as mitigation measures and tracked through similar procedures as the MMEP. In many instances they are all combined into one tracking program.

The mitigation measures have been designed to mitigate impacts to biological resources and rely, in some instances, on the preparation and execution of plans following the certification of the document. However, the mitigation measures that contain

plans also identify the specific content and performance that will be included in such plan. With implementation of the MMEP, biological resources avoidance, minimization, and mitigation will be achieved. As an example, BIO-MM#17 includes the types of activities that need to be addressed (e.g., monitoring, salvage, relocation, and propagation), how the plan would be approved and who would approve the movement of species (e.g., Project Biologist, and appropriate regulatory agencies), and the provisions that will be provided in the plan for the establishment of plant population(s) and performance (success) criteria. As stated in Mitigation Measure BIO-MM#1, a Project Biologist, Contractor's Biologist, and Project Biological Monitors will be designated by the Authority. The appropriate designated biologists would be responsible for implementation and compliance with certain measures (as described in each measure).

The descriptions provided in Sections 3.7.4 and 3.7.5 of the Draft Supplemental EIR/EIS serve to describe both impacts and their mitigation measures as fully as possible to the reader. Together, the mitigation measures would map and identify sensitive biological resources, create buffers around these resources, allow for passive and active species relocation, restore temporarily disturbed areas (where possible), compensate for unavoidable impacts, and monitor construction (to name a few). Other measures are general in nature and were designed specifically to reduce the level of anticipated direct or indirect impacts on a number of resources.

CMP

The Supplemental Compensatory Mitigation Plan (CMP) has a more focused and specific role than the MMEP and is the beginning of the mitigation strategy. A CMP is being prepared as part of the Section 404 permitting process under the requirements of the USACE and EPA, and in accordance with the MOU between the Authority, FRA, and these agencies. The CMP will provide the methods and a foundation for the mitigation options that are available to offset the loss of sensitive natural resources within the F-B LGA. Compensatory mitigation includes purchase of mitigation bank credits; fee-title acquisition; conservation easements; in-lieu fee payments; and conservation projects to create, restore, or enhance habitats. These compensatory mitigation programs address resources, including special-status species, plants and wildlife, streambed/riparian communities, and wildlife movement corridors.

Water rights and availability are included as part of the feasibility analysis presented in the CMP. Specifically, the feasibility analysis includes conceptual design for the prospective wetland mitigation sites.

The methods for reducing, avoiding, or compensating for potential impacts discussed in the CMP include a watershed-based approach, site selection criteria, the use of the CRAM to document wetlands, mitigation by resource, long-term management, financing, and monitoring. In addition, the CMP provides an inventory of banks and projects in the area that may provide compensatory mitigation for offsetting effects. While the CMP is not part of the Draft Supplemental EIR/EIS, it will incorporate and/or complement many of the mitigation measures identified in Section 3.7.5.

As part of the Section 404 process, all proposed compensatory mitigation will be prepared under federal agency oversight. Only USACE and EPA approved mitigation projects and programs will be used to fulfill mitigation requirements.

The CMP will present the mitigation proposal for mitigating impacts on sensitive habitats, plants, and wildlife resulting from construction of the Preferred Alternative, and will provide a proposal detailing the locations where mitigation is proposed to occur and the strategy proposed to implement mitigation to meet the requirements and standards of the various environmental regulatory agencies with jurisdiction over the project. The CMP along with a Watershed Evaluation Report will also use land acquisition strategies that consider watershed-level impacts when proposing mitigation, giving priority to areas that provide

	<p>habitat connectivity and those areas with upland and wetland restoration and creation potential.</p> <p>The CMP will specify the quantity of acres/credits used to offset project effects, by resource, as specified by the mitigation ratios described in the CMP. The overall mitigation strategy will consider the structural requirements of the agencies, use of umbrella species to provide mitigation for other species with similar habitat requirements, and the Final Supplemental EIR mitigation commitments.</p> <p>CMMP</p> <p>Implementation of mitigation measure BIO-MM#62: Prepare and Implement a site-specific Comprehensive Mitigation and Monitoring Plan (CMMP) will provide specific plans and details for mitigation sites that are selected in cooperation with regulatory agencies, including the USACE, USFWS, SWRCB, and CDFW. The CMMP will identify specific performance and/or success criteria, which will largely depend on the specific goals of the particular mitigation site. Refer to Mitigation Measure BIO-MM#62 in Section 3.7.5 of the Draft Supplemental EIR/EIS for more detail.</p>
SAFETY AND SECURITY	FB-LGA-Response-S&S-01: Mitigating the Exposure to Valley Fever
Some commenters expressed concern that construction workers and area residents could be exposed to Valley Fever.	<p>Background on Valley Fever</p> <p>Valley Fever, also called coccidioidomycosis, is an infection caused by the fungus <i>Coccidioides</i>. The fungus is present in the soil in the southwestern United States and parts of Mexico and Central and South America and is likely present in the soil of Kern County.¹ When infected soils are disturbed by construction activities, there is the potential for fungal spores to be present within fugitive dust particles that become airborne during such activities. The fungus can enter a person's lungs causing cold and flu-like symptoms, and occasionally rashes.² Such symptoms could occur within one to three weeks after fungal inhalation.² Symptoms then persist for a period of a few weeks up to a few months, typically going away without any medical treatment.² The fungus that causes Valley Fever, <i>Coccidioides</i>, is not contagious; meaning, it cannot spread from the lungs between people or between people and animals.² With the exception of the immune-suppressed and extremely rare cases, the human immune system will most likely protect someone from contracting Valley Fever if they have previously experienced the illness.²</p> <p>Valley Fever in California's Central Valley</p> <p>The California Coccidioidomycosis Collaborative was an ad-hoc group of public health professionals that conducted an epidemiologic surveillance study of Valley Fever within 15 California counties over a five-year period during 2007-2011.¹ The 15 participating counties include all of the San Joaquin Valley counties except Madera; all of southern California except Orange and Imperial; and all the central coastal counties. Of these 15 counties, Kern County reported the highest number of Valley fever cases over the five-year study: 7,759 cases.² Fresno County had the second highest number of reported cases during the five-year period: 2,723. Kern County also had the highest mean incidence rate for the five years (186/100,000 people).³ The findings of the study state "Because of the relative large number of cases observed in Kern County, the incidence rates are more reliable. The observed rates show a lot of variation over time and by area of the county...The Desert and Mountain Regions in Kern County had the lowest mean rates in the county for the five year period, 64/100,000 people and 53/100,000 people, respectively. Valley North (Delano/Wasco) and Valley West (Taft) had the highest mean rates in the county for the five year period, 258/100,000 people and 303/100,000 people, respectively. By comparison the mean rate in Valley Central (Bakersfield) was 183/100,000 people. The three cities with the highest mean incidence rates were Wasco, Taft and Delano."³ The F-B LGA alignment runs through the Valley North and Valley Central public health regions of Kern County.</p>

Understanding that Valley Fever is endemic to Kern County and especially prevalent in areas where the F-B LGA would be sited, avoidance and minimization measures and mitigation measures are necessary to help protect construction workers from exposure to Valley Fever.

Avoidance and Minimization Measures, Mitigation Measures

The Authority reviewed the potential of Valley Fever occurrence in the San Joaquin Valley, specifically in the area where HSR construction would occur. In response to comments concerning construction workers and their risk of increased exposure to coccidioidomycosis spores, the FRA and the Authority, in coordination with the U.S. Environmental Protection Agency and the California Department of Public Health, revised the avoidance and minimization measures in the Mitigation Monitoring and Enforcement Plan (June 2015) to incorporate additional best practices to minimize exposure to those at risk from construction activities disturbing these naturally occurring Coccidioides spores (Draft Supplemental EIR/EIS Section 3.11.5 S&S-AMF #4b and S&S-AMF #4c):

- **S&S-AMF#4b: Valley fever.** *Provide a qualified person dedicated to overseeing implementation of Valley Fever prevention measures to encourage a culture of safety of the construction contractors and subcontractors.*
- **S&S-AMF#4c: Valley fever.** *Addition of measures to the requirements of the Construction Safety and Health Plans regarding preventive measures to avoid Valley Fever exposure.*

Because Valley Fever is spread through fugitive dust emissions, measures that mitigate the production and exposure of fugitive dust also contribute to the effort in reducing the risk of worker exposure to Valley Fever. Sections 3.3.7 and 3.3.8 of the Draft Supplemental EIR/EIS identifies three avoidance measures and one mitigation measure that when implemented would reduce fugitive dust emissions:

- **AQ-AM #1 Truck Equipment:** Covering and washing of trucks and construction equipment to reduce fugitive dust.
- **AQ-AM #2 Fugitive Dust Emissions:** Best management practices implemented to reduce fugitive dust emissions.
- **AQ-AM #3 Trackouts:** Implementation of entrance/exit trackouts that result in vibration and removal of dirt and dust on trucks and construction equipment so as to not track out onto public roadways.
- **AQ-MM#3:** Concrete batch plants would be sited at least 1,000 feet from sensitive receptors, including daycare centers, hospitals, senior care facilities, residences, parks, and other areas where people may congregate. The concrete batch plant will utilize typical control measures to reduce fugitive dust, such as water sprays, enclosures, hoods, curtains, shrouds, movable and telescoping chutes, central dust collection systems and other suitable technology, to reduce emissions to be equivalent to the U.S. Environmental Protection Agency (USEPA) AP-42 controlled emission factors for concrete batch plants.

Because the Authority would implement these avoidance, minimization, and mitigation measures related to reducing the potential exposure of construction workers to Valley Fever during construction of the F-B LGA, the resulting impacts would be less than significant under CEQA.

Mitigation Monitoring

Safety and security are priorities of the HSR, and as such, the Authority commits to reducing the risk of Valley Fever exposure to F-B LGA construction workers. In October 2016, the Authority conducted a review of the Authority's Valley Fever mitigation and oversight procedures, which were developed to address potential exposures within Sacramento and Central Valley project locations.³ Results of the internal review, as reported by the Authority's Audit Office, conclude that the mitigation and oversight

	<p>of Valley Fever exposure are protecting worker health.⁴ The Audit Office did not identify any internal control weaknesses related to Valley Fever mitigation and oversight; thus, providing continued assurance that exposure to Valley Fever is mitigated to a less-than-significant level under CEQA for the F-B LGA.⁴</p> <p>Conclusion</p> <p>Although the fungus <i>Coccidioides</i> is present in the soil of California's Central Valley, the Authority has proper avoidance and minimization measures in place to reduce F-B LGA construction worker exposure to Valley Fever to a less-than-significant level. As described Section 3.11 of the Draft Supplemental EIR/EIS, avoidance and minimization measures are responsible for reducing the risk of exposure. An internal review conducted by the Authority's Audit Office in October 2016 confirms the efficacy of S&S-AMF#4b and S&S-AMF#4c in protecting the health and safety of workers on the F-B LGA with regards to Valley Fever. (The report did not address the Air Quality and Global Climate Change avoidance, minimization, and mitigation measures.)</p> <p>¹ Centers for Disease Control and Prevention (CDC), 2016. "Fungal Diseases: <i>Coccidioides</i>." Accessed on 04.27.17 online at https://www.cdc.gov/fungal/diseases/coccidioidomycosis/definition.html</p> <p>² MacLean M.D. M.S., Michael L. 2014. "The Epidemiology of <i>Coccidioidomycosis</i> - 15 California Counties, 2007-2011." Produced for the California <i>Coccidioidomycosis</i> Collaborative. Accessed on May 31, 2017 online at http://vfce.arizona.edu/sites/vfce/files/the_epidemiology_of_coccidioidomycosis_collaborative_county_report.pdf.</p> <p>³ The Audit Office of the Authority, 2016. Report number 15-08: Valley Fever Mitigation and Oversight Audit. Accessed on 04.27.17 online at https://www.hsr.ca.gov/docs/brdmeetings/2016/brdmtg_111416_FA_Audits_Valley_Fever_Mitigation_and_Oversight.pdf.</p> <p>⁴ Debrezion, Ghebreegziabiher, Pels, Eric, and Rietveld, Piet, 2007. The Impact of Railway Stations on Residential and Commercial Property Value: A Meta-analysis. Published online: 19 June. Springer Science and Business Media.</p>
SOCIOECONOMICS AND COMMUNITIES	FB-LGA-Response-SO-02: Business Impacts – Construction/Operation Would Create Too Many Impacts on Businesses
<p>Commenters were concerned with the potential for negative impacts on businesses during construction and operation and the potential for loss of jobs.</p>	<p>Project construction requires the acquisition and relocation of a number of businesses. Relocation assistance would be provided to businesses as appropriate, and it is anticipated that many of the jobs at these businesses would follow the relocation. The Authority would acquire the land of property owners whose land is directly affected by the project in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. sec. 4601 et seq.) (Uniform Act). The Uniform Act establishes minimum standards for treatment and compensation of individuals whose real property is acquired for a federally funded project. For more information on the Uniform Act, see Appendix 3.12-A of the Fresno to Bakersfield Section Final EIR/EIS and FB-Response-SO-01 of the Fresno to Bakersfield Section Final EIR/EIS. Information about acquisition, compensation, and relocation assistance is also available on the Authority's website, please see, Your Property, Your High-Speed Rail Project (Authority 2013).</p> <p>It is anticipated that many of the jobs at these businesses would be relocated and not lost. Section 3.12.4.2 of the Draft Supplemental EIR/EIS provides information on the property acquisition impacts on businesses. The construction-related impacts to property, and mitigation for those impacts, are a factor considered within the environmental review process. Each of the resource chapters in the Draft Supplemental EIR/EIS (Sections 3.2, Transportation; 3.3, Air Quality and Global Climate Change; 3.4, Noise and Vibration; etc.) includes a description of the affected environment, the F-B LGA's construction impacts</p>

	<p>on that environment, and feasible means of reducing or avoiding those impacts. There may be situations where impacts cannot be fully avoided and in these situations, measures would be implemented as appropriate and necessary to minimize or mitigate these impacts. For example, where noise impacts on sensitive receptors would occur during project construction, temporary sound barriers would be installed, nighttime construction activity would be limited, and/or other measures would be implemented. During construction, business impacts could include noise, vibration, dust, loss of parking, and traffic congestion in the areas of construction activities. Depending on the location and nature of construction activities, impacts on businesses would vary. Business-related impacts are more likely to occur near surface construction activities where local roadway modifications may temporarily disrupt circulation patterns. Businesses that tend to rely on drive-by traffic to attract customers would experience the greatest impacts; however, some of these businesses may experience beneficial impacts from construction and operation of the HSR project. Section 3.12.4.2 of the Draft Supplemental EIR/EIS details how the project-related purchases made locally at the construction sites would result in increased sales tax revenues for cities and counties in the project area. Unless exempted, all transactions for tangible assets related to the project would be subject to sales tax. This includes materials such as gasoline, oil, parts, and light bulbs that would be purchased locally. Additionally, new or existing businesses in the project area that supply goods and services to construction workers (e.g., retail stores, gas stations, banks, restaurants, and service companies) could benefit from increased patronage.</p> <p>As described in Section 3.12.5 of the Draft Supplemental EIR/EIS, the Authority would develop a construction management plan that would minimize the impacts on businesses during construction by providing signage and maintaining access to affected businesses through roadway modifications or detours. Section 3.11 of the Draft Supplemental EIR/EIS identifies safety measures to maintain truck and delivery traffic to businesses located along and below the guideway during construction and operation of the HSR. In addition, other sections of the Draft Supplemental EIR/EIS identify mitigation measures related to construction period traffic (Section 3.2.6), dust (Section 3.3.8), and noise (Section 3.4.6).</p>
AGRICULTURAL LAND	FB-LGA-Response-AG-01: Updated Agricultural Lands Methodology
Some commenters inquired about the reasons an updated agricultural lands methodology was needed; and asked for clarification on the differences in the agricultural lands methodology between the Fresno to Bakersfield Section Final EIR/EIS and the Draft Supplemental EIR/EIS.	<p>Methodology for the evaluation of agricultural land impacts, used in Section 3.14.3 (pages 3.14-9 through 3.14-11) of the Fresno to Bakersfield Section Final EIR/EIS (Authority and FRA 2014a), was updated for the Draft Supplemental EIR/EIS (Authority, May 10, 2016) to clarify the approach to evaluating impacts to Important Farmland and agricultural land under Williamson Act and Farmland Security Zone contract. The updated methodology was applied to evaluate impacts for both the F-B LGA and the May 2014 Project for the Draft Supplemental EIR/EIS in order to provide a direct comparison between the two alternatives. Section 3.14.2, Methodology for Evaluating Impacts, of the Draft Supplemental EIR/EIS describes the updated methodology.</p> <p>The updated methodology included the same methodology used in the Fresno to Bakersfield Section Final EIR/EIS for the following topics: Williamson Act and Farmland Security Contracts, Disruption to Elimination of Access to Irrigation Canals, Interference with Aerial Spraying Activities, and Wind-Induced Effects.</p> <p>The updated methodology for the Draft Supplemental EIR/EIS includes a change in the Fresno to Bakersfield Section Final EIR/EIS methodology for the following topics: Direct impacts to Important Farmland and Indirect Permanent Impacts to Important Farmland. The differences between the two methodologies are summarized below.</p> <p><u>Direct impacts to Important Farmland:</u> In the Fresno to Bakersfield Section Final EIR/EIS direct impacts were calculated by quantifying the total acreage of permanent conversion of Important Farmland to a nonagricultural use within the HSR project</p>

	<p>footprint and the total acreage of noneconomic remnant parcels. Mitigation Measure AG-MM#1 requires mitigation of direct impacts to Important Farmland at a 1:1 ratio (one acre of Important Farmland conserved for every one acre of Important Farmland impacted). The updated methodology for the Draft Supplemental EIR/EIS evaluated noneconomic remnant parcels as indirect impacts, rather than as direct impacts as identified in the Fresno to Bakersfield Section Final EIR/EIS.</p> <p><u>Indirect impacts to Important Farmland (noneconomic remnant parcels):</u> The Fresno to Bakersfield Section Final EIR/EIS and F-B LGA Supplemental EIR/EIS methodologies both relied on a parcel-by-parcel analysis to evaluate impacts to Important Farmland located adjacent to but not within the project footprint. Severed Important Farmland parcels were identified. Each severed parcel was then analyzed using a set of criteria to determine if the parcel should be considered a noneconomic remnant parcel. The criteria identified in the Fresno to Bakersfield Section Final EIR/EIS methodology included: access (does the HSR result in restricted or no access to the parcel), size (does the HSR cut a parcel creating a portion so small it is likely not to be viable to support agricultural operations, shape (does the HSR create a parcel too oddly shaped to be viable for agriculture), location (does the location of the parcel relative to other farmland indicate it may be readily consolidated and remain in agricultural use), and hardship (does severance cause a hardship in maintaining economic activity on an otherwise viable parcel). The updated methodology formalized the parcel-by-parcel analysis of noneconomic remnant parcels into a two-step evaluation. Step 1 included a GIS analysis that identified remnant Important Farmland parcels that would be less than 20 acres due to the construction of the HSR system. The remnant parcels identified in Step 1 were further evaluated using criteria similar to those used in the Fresno to Bakersfield Section Final EIR/EIS. The updated methodology includes more details under each criterion for consideration. For example under the access criteria, restriction or elimination of access due to permanent HSR fencing around tracks or electrical stations was considered. Refer to Section B.1.2. of Appendix 3.14-B, Remnant Parcel Analysis, of the Draft Supplemental EIR/EIS for a complete summary of the criteria included in the updated methodology. Further, the updated methodology requires that the results of both Steps 1 and 2 be documented in an appendix to the environmental document and be referenced in the Agricultural Lands Section of the EIR/EIS; however, Step 1 does not need to be summarized in the Agricultural Lands EIR/EIS section. Mitigation for indirect impacts to Important Farmland as a result of non-economic remnant parcels is the same as for direct impacts to Important Farmland as identified in the Fresno to Bakersfield Section Final EIR/EIS, and would require mitigation at a 1:1 ratio under AG-MM#1.</p> <p><u>Indirect impacts to Important Farmland (25-foot buffer area adjacent to HSR permanently fenced infrastructure associated with the HSR project):</u> The updated methodology included a new mitigation measure (AG-MM#2) for indirect impacts to Important Farmland located within a 25-foot-wide area along the project footprint and adjacent to permanently fenced HSR infrastructure. Mitigation Measure AG-MM#2 requires that the Authority fund the purchase of agricultural conservation easements from willing sellers through the California Farmland Conservancy Program at a ratio of not less than 0.5:1 for Important Farmland identified within the 25-foot-wide area adjacent to permanently fenced HSR infrastructure, but only to the extent that such acreage is not otherwise subject to mitigation under AG-MM#1 (see Exhibit AG-01.1). Section 3.14.6.1 of the Draft Supplemental EIR/EIS summarized AG-MM#2.</p>
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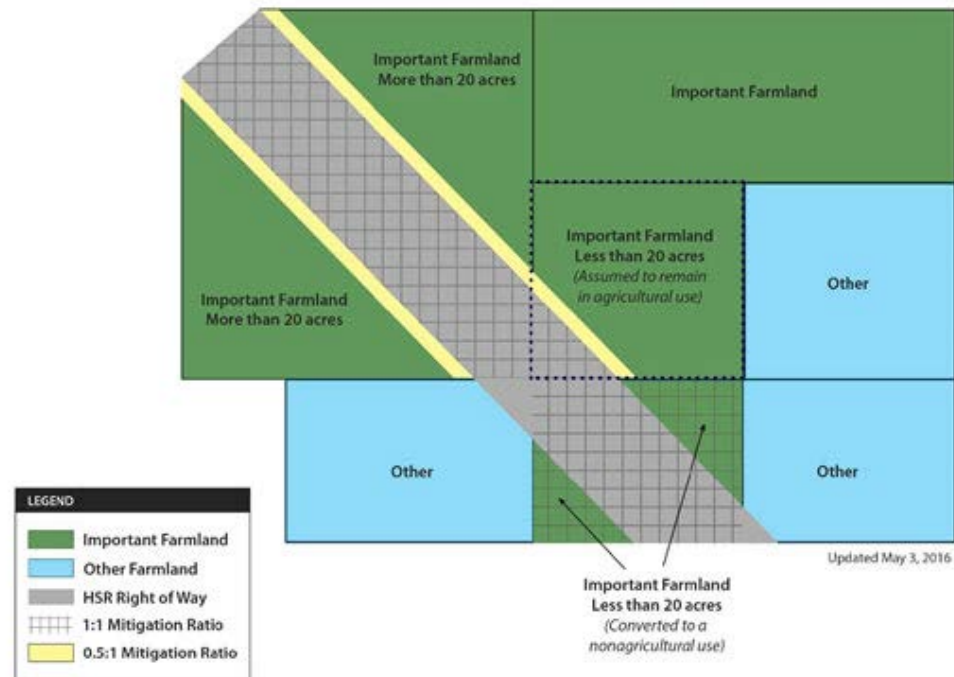


Exhibit AG-01.1: Important Farmland Mitigation Measure Ratios and Application of the 25-foot Area for Additional Mitigation Calculations

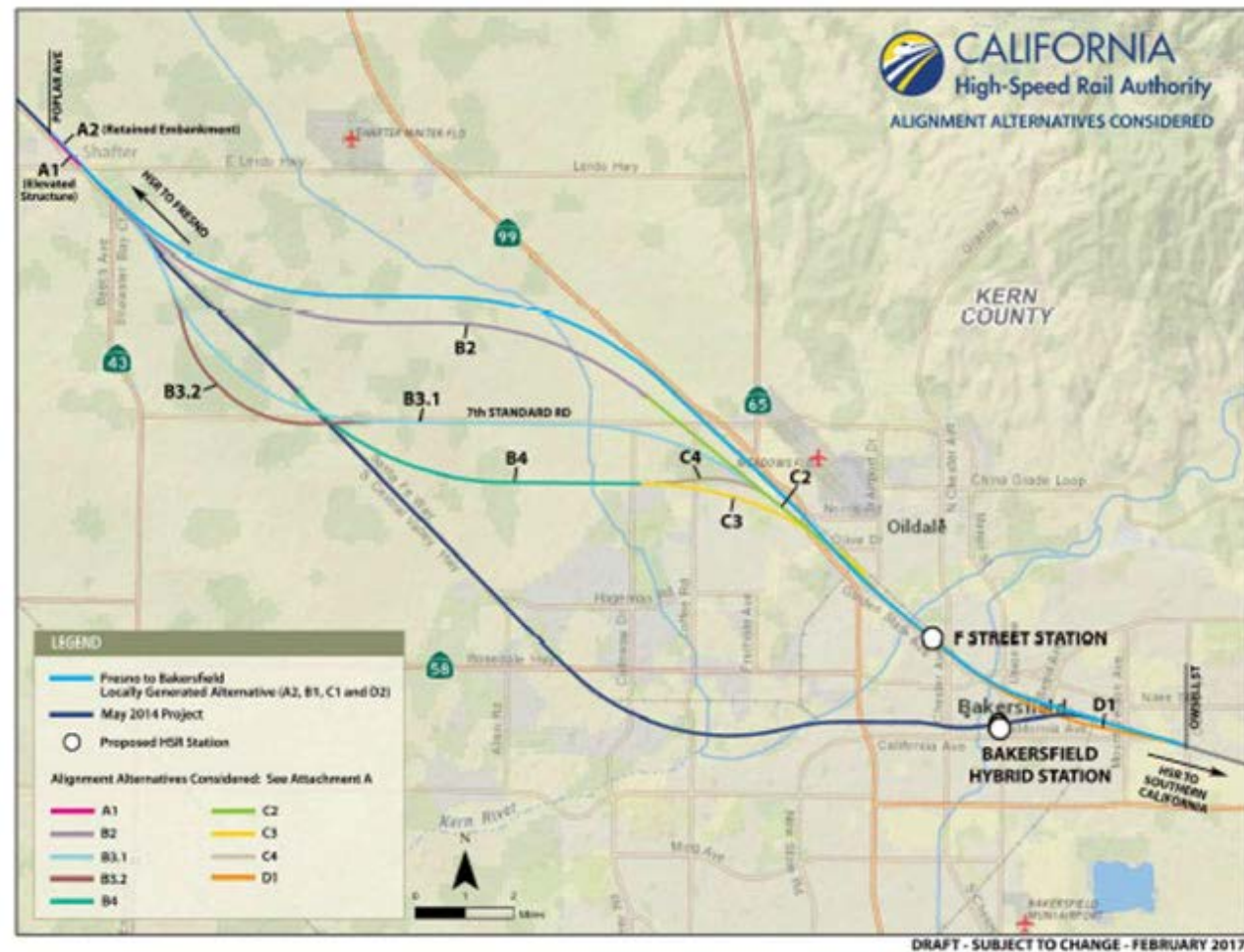
19 REPUESTAS ESTÁNDAR

Resumen Comentario	Respuesta
GENERALIDADES	FB-LGA-Respuesta-GENERALIDADES-01: Alternativas
La Autoridad recibió muchos comentarios que cuestionaban el proceso del desarrollo de alternativas.	<p>Motivo de la adición de la F-B LGA y la Sección del Desarrollo de Alternativas Adicionales para el EIR/EIS Suplementario.</p> <p>En mayo de 2014, la Junta Directiva de la Autoridad certificó el EIR/EIS Final de la Sección de Fresno a Bakersfield. El documento identificó una alineación preferida desde la terminal norte del proyecto en la Estación de Fresno, a través de una estación de Bakersfield ubicada en Truxtun Avenue hasta la terminal sur del proyecto en Oswell Street en Bakersfield. La Autoridad aprobó una alineación para una parte del proyecto, que se extiende desde Fresno hasta 7th Standard Road, el límite norte de la Ciudad de Bakersfield. La FRA emitió un Registro de Decisión en junio de 2014, aprobando la alineación preferida en su totalidad de la Estación de Fresno a la Estación de Bakersfield en Truxtun Avenue. La Junta de Transporte Terrestre confirmó el Registro de Decisión de la FRA y aprobó la construcción del Proyecto de Fresno a Bakersfield en agosto del 2014.</p> <p>En junio de 2014, la Ciudad de Bakersfield interpuso una demanda impugnando la aprobación del EIR bajo la Ley de Calidad Ambiental de California (CEQA, por sus siglas en inglés). La Autoridad y la Ciudad de Bakersfield anunciaron en diciembre de 2014 que habían resuelto la demanda y acordaron identificar una alineación conceptual inicial a través de la Ciudad de Bakersfield con una estación ubicada en la intersección de F Street y Golden State Avenue (SR 204) que abordaría las inquietudes de la Ciudad y cumpliría con los requisitos de diseño de la Autoridad, para que la Autoridad pueda estudiarla en una revisión ambiental posterior. La "alternativa generada localmente" (LGA, por sus siglas en inglés) para la Estación de Bakersfield, tal como se describe y analiza en el Borrador del EIR/EIS Suplementario, se desarrolló a partir de esta cooperación mutua y la posterior contribución del público interesado.</p> <p>En el Borrador del EIR/EIS Suplementario, la Autoridad y la FRA describieron el entorno ambiental de la LGA, evaluaron la posible importancia de los impactos ambientales y compararon la LGA (referenciada como la "F-B LGA" en el Borrador EIR/EIS Suplementario) con el segmento correspondiente de la ubicación de la alineación y la estación identificada en el EIR/EIS Final de la Sección del Proyecto de Fresno a Bakersfield (referenciado como el "Proyecto de Mayo de 2014" en el Borrador del EIR/EIS suplementario) y aprobado por la FRA en el 2014.</p> <p>Evaluación de alternativas consideradas en el desarrollo de la LGA</p> <p>La Autoridad, en cooperación con la Ciudad de Bakersfield, la Ciudad de Shafter, y el Condado de Kern, llevó a cabo un análisis de factibilidad de alto nivel para determinar una alternativa factible y viable para el diseño preliminar y la revisión ambiental. Los conceptos de alto nivel se desarrollaron en base a la alineación original y la ubicación de la estación provista por la Ciudad de Bakersfield (Exhibición GENERAL-01.1). El concepto de la Ciudad había esbozado una alineación para el HSR paralela al UPRR de 7th Standard Road a Oswell Street. La Autoridad perfeccionó el concepto de la Ciudad y estableció la ruta entre Shafter y 7th Standard Road para unirse al Proyecto de Mayo de 2014. También se tomaron en cuenta ubicaciones para las alineaciones alternativas, las estaciones y la instalación de mantenimiento de la infraestructura (MOIF, por sus siglas en inglés) dentro de los límites de las ciudades de Bakersfield y Shafter, el Condado de Kern y varias partes interesadas, se determinó que no eran viables y</p>

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	<p>no se incluyeron en el análisis de viabilidad.</p> <p>En base a este análisis y los aportes de las ciudades de Bakersfield y Shafter, la LGA (alternativas de subalineación A2, B1, C1 y D2, descrita a continuación) fue recomendada para un estudio posterior en el Borrador del EIR/EIS Suplementario. En resumen, la F-B LGA representa una combinación de las subalineaciones que tienen menos impactos ambientales en comparación con las otras subalineaciones consideradas, puede cumplir con el propósito, la necesidad y los objetivos del proyecto, y es posible la alineación más viable y razonable.</p>

Resumen Comentario

Respuesta



Exhibición GENERAL-01.1: Alternativas de Alineación Consideradas para la F-B LGA

La Alineación Oeste de Bakersfield fue eliminada previamente en el EIR/EIS Final del Programa Estatal (véase la Figura 2.6-24 y la tabla subsiguiente) e incluía una conexión directa a la estación de Amtrak de Bakersfield, y una estación y una MOIF cerca de 7th Standard Road dentro del sitio de Saco Ranch de Bidart Brothers. Estos conceptos de diseño no cumplirían con los objetivos del programa del HSR, serían deficientes y poco prácticos desde una perspectiva técnica en comparación con una ubicación para la

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	<p>Estación de F Street, y/o serían incompatibles con el futuro uso del terreno.</p> <p>Un resumen de los hallazgos y recomendaciones de este análisis de viabilidad para todas las alternativas de alineación consideradas se presentan a continuación:</p> <ul style="list-style-type: none"> • A1 - Adyacente a BNSF (HSR) Elevada - Entre Poplar Avenue y Los Angeles Avenue, la alineación del HSR sigue la alternativa de Wasco-Shafter Through-Town de mayo de 2014. La alineación iría en dirección sudeste, paralela al límite oriental del derecho de vía de BNSF. La alineación es a nivel de la superficie al norte de Fresno Avenue y se convierte en una estructura elevada por Shafter Avenue. La alineación permanece en una estructura elevada a través del centro de Shafter y se convierte en una sección de terraplén inclinada al sur de Los Angeles Avenue. El MOIF estaría ubicado entre Poplar Avenue y Fresno Avenue. • A2 - Adyacente a BNSF (Terraplén del HSR) - La alineación del HSR sería similar a la alineación A1, con la excepción de que tendría un perfil más bajo. Las alineaciones del HSR y BNSF estarían al nivel de la superficie en Poplar Avenue y ambas se convertirían en un terraplén retenido en Fresno Avenue. Las alineaciones del HSR y el BNSF continuarían en el terraplén retenido para proporcionar cruces a desnivel entre Fresno Avenue y Lerdo Highway. La alineación del HSR pasaría a una sección de terraplén inclinada en Los Angeles Avenue. Los Angeles Avenue estaría cerrada y el tráfico local sería redirigido a través de la red de carreteras. La alineación del BNSF volvería a la transición a una sección a desnivel entre Lerdo Highway y Los Angeles Avenue. El MOIF estaría ubicado entre Poplar Avenue y Fresno Avenue. <p>La Alineación A1, que ya se estudió en gran parte en el EIR/EIS Final, se retiró a favor del estudio detallado de la Alineación A2, que cuenta con respaldo local. La Ciudad de Shafter expresó su preocupación con la estructura elevada del HSR del Proyecto de Mayo de 2014, argumentando que causaría impactos de ruido inaceptables y excluiría la capacidad de la Ciudad para separar los cruces de BSNF en el futuro, lo que generaría impactos futuros en el tráfico. La Ciudad propuso el concepto descrito en la Alineación A2 como un medio para abordar esta inquietud.</p> <p>La Autoridad consideró la propuesta de la Ciudad con referencia a los cambios de diseño aprobados en los paquetes de construcción del HSR que están en curso actualmente y que también reducen la alineación del HSR de una estructura elevada a un terraplén, y la consideró como posiblemente viable y capaz de evitar los problemas ambientales que la Ciudad ha identificado. Una evaluación preliminar de la Alineación A2 no identificó impactos ambientales significativos adicionales y encontró una posibilidad para la reducción de costos. Si bien la Alineación A1 y la Alineación A2 eran potencialmente viables y cumplían con la mayoría de los objetivos del proyecto, la Alineación A1 habría tenido como resultado mayores impactos de ruido y tráfico que la Alineación A2. Para el propósito del Borrador del EIR/EIS Suplementario, se determinó que la Alineación A2 es la alternativa razonable para continuar el proceso.</p> <ul style="list-style-type: none"> • B1 - Al norte de Burbank Street - La alineación del HSR continuaría al sur de la ciudad de Shafter y giraría hacia el este en una curva. Entre Zachary Avenue y Zerker Road, la alineación iría hacia el este, paralela al lado norte de Burbank Street. Entre Zerker Road y 7th Standard Road, la alineación giraría hacia el sureste en una curva y continuaría paralela al límite occidental del derecho de vía del UPRR. La alineación vertical continuaría en una sección de terraplén inclinada desde Los Angeles Avenue, la transición a una estructura elevada en los desarrollos industriales al norte de 7th Standard Road. • B2 - Al sur de Burbank Street - Esta alineación del HSR es similar a la Alineación B1, con la excepción de que iría paralela al lado sur de Burbank Street. Esta alternativa sería requerida para cruzar Burbank Street en un ángulo alto de inclinación. • B3.1 - 7th Standard Road - La alineación del HSR continuaría al sur de la Ciudad de Shafter y giraría hacia el oeste en una curva. Cruzaría BNSF y luego giraría hacia el este en una curva de inversión para cruzar BNSF nuevamente al acercarse a

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	<p>7th Standard Road. Entre Zachary Avenue y Friant-Kern Canal, se consideraron las sub-alternativas con la alineación al norte, al sur o en la mediana de 7th Standard Road, tomando en cuenta el equilibrio de los impactos entre las jurisdicciones locales. Los mismos factores de selección son aplicables para cada sub-alternativa. Entre el Canal Friant-Kern y Snow Road, la alineación giraría hacia el sureste en una curva y luego correría paralela al derecho de vía del UPRR. La alineación vertical continuaría en una sección de terraplén inclinada desde Los Angeles Avenue hasta Snow Road con estructuras elevadas sobre el BNSF, las carreteras y los cruces de canales.</p> <ul style="list-style-type: none"> • B3.2 - Evitación del Patio Intermodal de 7th Standard Road - Esta alineación del HSR es similar a la Alineación B3.1, excepto que incluye una reducción de velocidad en el diseño a 175 millas por hora en las curvas de inversión al oeste del BNSF para evitar impactos a la Instalación Intermodal de Shafter. Incluiría un cruce adicional de 7th Standard Road en un ángulo de inclinación alto. • B4 - Snow Road - La alineación del HSR continuaría al sur de la Ciudad de Shafter y seguiría la Alternativa de Wasco-Shafter Through-Town del Proyecto de Mayo de 2014 hasta 7th Standard Road. La alineación horizontal giraría hacia el este en una curva en 7th Standard Road y luego iría paralela al lado norte de Snow Road. La alineación continuaría en dirección este entre Zerker Road y Calloway Drive. La alineación vertical continuaría como una sección al nivel de la superficie desde 7th Standard Road hasta Calloway Drive. <p>La Alineación B1 fue elegida para su estudio detallado como parte de la F-B LGA, ya que no se identificaron posibles defectos fatales durante la evaluación preliminar y, por lo tanto, se determinó que era potencialmente viable. Tiene menos impactos que las otras alternativas, y es la más congruente con el propósito, la necesidad y los objetivos del proyecto. Se identificaron posibles defectos fatales para las otras alineaciones B en términos de impactos y capacidad para cumplir con el propósito, la necesidad y los objetivos. La alineación B2 fue eliminada, ya que pasa a través de las parcelas designadas para el desarrollo como parte de la Instalación Intermodal Shafter y divide en dos la instalación de recarga de agua subterránea de Rosedale Spreading. La instalación Intermodal Shafter se encuentra principalmente a lo largo del lado este del BNSF en 7th Standard Road. El Consejo de Gobiernos de Kern (COG, por sus siglas en inglés) ha identificado la instalación como un recurso regional importante e indicó planes para ampliar la instalación hacia el este y el norte, hasta Burbank Street.</p> <p>Una alineación del HSR en el Sur de Burbank Street (como se plantea en la Alineación B2) obstaculizaría dicha expansión. Rosedale Spreading es una instalación de recarga de aguas subterráneas que brinda servicio a la región. La alineación B1 se extendería a lo largo del límite norte de esta instalación, en comparación con la alineación B2 que la dividiría en dos, lo que generaría más impactos a esta instalación regional en comparación con la alineación B1. La Alineación B3.1 fue eliminada ya que pasa a través de una parte de la instalación intermodal existente de Shafter y pasaría a través de parcelas identificadas como parte de un campo petrolero en desarrollo. La División de Recursos Petrolíferos, Gasíferos y Geotérmicos (DOGGR, por sus siglas en inglés) ha identificado terrenos generalmente ubicados entre Renfro Road y Kratzmeyer Road como el campo petrolífero Rosedale Ranch. La selección de una alineación a través de un campo petrolero en desarrollo no es práctica o razonable, si existe una alternativa factible que puede evitarla. La Alineación B3.2 fue eliminada porque requeriría que se lleven a cabo mejoras adicionales en la calle en 7th Standard Road, pasa por parcelas identificadas como parte de un campo petrolífero en desarrollo y requiere una reducción en velocidad a 175 millas por hora para evitar la zona del sitio intermodal. La selección de una alineación con una reducción en la velocidad no es práctica o razonable, dada una alineación viable que no requiere una reducción. La alineación B4 fue eliminada, ya que pasa por las parcelas identificadas como parte de un campo petrolífero en desarrollo e incurriría en más impactos a propiedades residenciales y escuelas en comparación con otras alineaciones B. La selección de una alineación con más impactos a las propiedades</p>

Resumen Comentario	Respuesta
	<p>residenciales no es práctica o razonablemente practicable, dada una alineación viable que no requiere una reducción.</p> <ul style="list-style-type: none"> • C1 - Al norte de Burbank Street - adyacente a UPRR al norte de 7th Standard Road - La alineación del HSR continuaría en dirección sureste, paralela al límite occidental del derecho de vía de la UPRR desde 7th Standard Road hasta la Estación de F Street de Bakersfield. La alineación estaría en una estructura elevada con el fin de minimizar el impacto en los usos industriales del suelo al norte de 7th Standard Road y para evitar restricciones físicas como la SR 99, las vías férreas y el Río Kern. Se construiría 7th Standard Road a desnivel sobre la estructura elevada del HSR. La intersección de la SR 204 con F Street sería reconstruida como un intercambio a desnivel. • C2 - Al sur de Burbank Street - Paralela y Desplazada desde UPRR al norte de 7th Standard Road - Esta alineación del HSR es similar a la Alineación C1, con la excepción de que está desplazada hacia el oeste aproximadamente 0.25 millas para evitar el suelo de uso industrial entre 7th Standard Road y la SR 99. Una conexión es factible entre la alineación C2 a la alineación B1 o la alineación B2. La alineación es al nivel de la superficie hasta el cruce de la SR 99 donde se convierte en una estructura elevada. • C3 - Snow Road - La alineación del HSR giraría hacia el sur en una curva entre Calloway Drive y la SR 99. Entre la SR 99 y la Estación de F Street en Bakersfield, la alineación iría en dirección sureste, paralela al límite occidental del derecho de vía del UPRR. La alineación es al nivel de la superficie hasta el cruce de la SR 99 donde se convierte en una estructura elevada. La alineación está en una estructura elevada para cruzar restricciones físicas como la SR 99, las vías férreas y el Río Kern. • C4 - Snow Road - Velocidad de diseño reducida con impactos de propiedad minimizados. La Alineación C4 es similar a la Alineación C3, con la excepción de que incluye un conjunto de curvas inversas hacia el norte hacia el sur para minimizar los impactos residenciales entre Coffee Road y la SR 99. Las curvas requerirían una reducción en la velocidad de diseño a 125 millas por hora. <p>La Alineación C1 siguió adelante porque tendría menos impactos en las aguas de los Estados Unidos y porque está más alejada de las zonas residenciales en comparación con la Alineación C2. Es más consistente con el concepto original de la Ciudad de Bakersfield para que la alineación del HSR sea adyacente a la de UPRR; por lo tanto, se consideró como viable, cumplió con los objetivos y redujo los impactos que presentaron otras alternativas. La Alineación C2 fue eliminada, ya que se extendería a lo largo de los canales locales, lo que requeriría considerablemente de más realineaciones de canales y ocasionaría más impactos a las aguas de los Estados Unidos que la Alineación C1. La Alineación C2 está más cerca de las urbanizaciones residenciales y dividiría la propiedad de Saco Ranch entre 7th Standard Road y Fruitvale Avenue. La Alineación C3 se retiró debido a su asociación con la Alineación B4 retirada, y porque desplazaría un número significativamente mayor de propiedades residenciales entre Coffee Road y la SR 99 que las otras alineaciones. La Alineación C4 se retiró debido a su asociación con la Alineación B4 eliminada, y porque requeriría de una reducción significativa en la velocidad de 250 a 125 mph, haciéndola menos capaz de cumplir con el propósito y la necesidad y los objetivos. La selección de una alineación con una reducción en la velocidad no es práctica o razonable, dada una alineación viable que no requiere una reducción.</p> <ul style="list-style-type: none"> • D1 - Adyacente a Sumner Street y Edison Street - La Alineación D1 atravesaría un conjunto de curvas entre la Estación de F Street en Bakersfield y Oswell Street. Las curvas atravesarían varias propiedades en un corredor amplio delimitado entre la UPRR al norte y 19th Street al sur. La alineación continuaría en una estructura elevada para cruzar restricciones físicas como la SR 178, las vías de SJVRR y los pasos a desnivel existentes entre Beale Avenue y Oswell Street. • D2 - Adyacente/Centro a Sumner Street y Edison Street - Velocidad de diseño reducida con una minimización de los impactos a las propiedades - La Alineación D2 atravesaría una curva entre la Estación de F Street en Bakersfield y Union Avenue. Esta

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	<p>curva requeriría una reducción en la velocidad de diseño de 250 a 220 millas por hora. Entre Union Avenue y Oswell Street, la alineación estaría en el centro de Sumner Street y Edison Highway en una estructura elevada. La alineación continuaría en una estructura elevada para cruzar restricciones físicas como la SR 178, el triángulo ferroviario de SJVRR, y los pasos a desnivel existentes entre Beale Avenue y Oswell Street.</p> <p>La Alineación D1 fue eliminada, ya que impactaría las instalaciones identificadas como posiblemente históricas o las instalaciones de impacto con una posible sensibilidad cultural tradicional. Así mismo, la Alineación D1 tiene impactos a la comunidad sustancialmente mayores en comparación con la Alineación D2. Una alternativa que afecta a las propiedades históricas no es razonable, dada una alineación posiblemente viable que pueda evitar dichos impactos. La selección de una alineación con mayores impactos en la comunidad tampoco es razonable o práctica, ya que existe una alineación viable que no ocasionaría tantos impactos. La alineación D2 se mantuvo porque evitaría los posibles impactos a las propiedades históricas, tendría menos impactos en la comunidad y contaría con el respaldo local. A través de las actividades de alcance al público, la Ciudad de Bakersfield y el Condado de Kern expresaron su preferencia por que el HSR funcione en el centro de Sumner Street y Edison Highway, respectivamente, ya que reduciría los impactos a la comunidad. La reducción en la velocidad de diseño de 250 millas por hora a la velocidad nominal de operación de 220 mph sería necesaria para ubicar las plataformas de la estación cerca de F Street y para evitar realineamientos innecesarios de la SR 204 o la invasión al derecho de vía de la UPRR. Esta reducción en el diseño no daría como resultado un mayor tiempo de viaje en todo el sistema porque se podría mantener la velocidad nominal de operación de 220 millas por hora. La F-B LGA incluye separaciones a desnivel a través de la Ciudad de Shafter y es paralela al corredor de UPRR existente; por lo tanto, requiere de menos demoras en los cruces de autopistas, compensando cualquier aumento en el tiempo de viaje debido a la reducción en la velocidad de operación en la zona de la Estación de F Street. Por lo tanto, la F-B LGA aún cumple con el propósito, la necesidad y los objetivos del proyecto del HSR, brindando tiempos de viaje predecibles y consistentes.</p> <p>En base al análisis descrito anteriormente y los aportes de las ciudades de Bakersfield y Shafter, la F-B LGA (que consiste de las Alineaciones A2, B1, C1 y D2) fue recomendada para un estudio posterior en el Borrador del EIR/EIS Suplementario de la FB-LGA. En resumen, la F-B LGA representa una combinación de las subalineaciones que tendrían menos impactos ambientales, en comparación con las otras subalineaciones consideradas, puede cumplir con el propósito, la necesidad y los objetivos del proyecto, y posiblemente es la alineación más viable y razonable.</p>
GENERALIDADES	FB-LGA-Respuesta-GENERALIDADES-02: Alcance Público
<p>Varios comentarios expresaron inquietudes sobre el proceso de participación pública y sugirieron que los esfuerzos de alcance no eran adecuados para un proyecto de este tamaño y alcance. Algunos comentaristas estaban específicamente preocupados por la divulgación de información a las poblaciones de justicia ambiental.</p>	<p>De conformidad con los requisitos de las leyes NEPA y CEQA, la Autoridad y la FRA han llevado a cabo un programa amplio de participación pública y de agencias interesadas como parte del proceso de revisión ambiental. La participación pública y la divulgación incluyeron la elaboración y distribución de materiales informativos, tales como fichas informativas, reuniones informativas y de alcance (incluyendo las reuniones del ayuntamiento), reuniones para el público y los organismos interesados, reuniones con individuos y grupos, así como presentaciones y reuniones informativas para organizaciones y asociaciones interesadas y/o afectadas por la construcción del proyecto.</p> <p>La participación de las agencias incluyó reuniones de alcance de las agencias, un grupo de trabajo interinstitucional, reuniones con representantes de las agencias y otra consulta con las agencias. La Tabla 9-1 lista las reuniones de las agencias y para el público que se llevaron a cabo como parte de los esfuerzos de divulgación de la Autoridad asociados con el proceso de desarrollo de la F-B LGA. La Tabla 8-1 del EIR/EIS Final de la Sección del Proyecto de Fresno a Bakersfield enumera las reuniones públicas y de las agencias que se llevaron a cabo como parte de los esfuerzos de alcance de la Autoridad a través de la publicación del EIR/EIS Final</p>

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	<p>de la Sección del Proyecto de Fresno a Bakersfield.</p> <p>Los esfuerzos de alcance al público y las agencias interesadas también incluyeron el aviso y la circulación del Borrador del EIR/EIS Suplementario. El Capítulo 9 del Borrador del EIR/EIS Suplementario (Participación Pública y de Agencias) describe los esfuerzos de participación pública y de las agencias realizados durante la fase de preparación, y después de la publicación del Borrador del EIR/EIS Suplementario.</p> <p>19.1.1 Circulación y aviso de disponibilidad</p> <p>La Autoridad Ferroviaria de Alta Velocidad y la FRA fue las agencias líderes para el cumplimiento de las leyes CEQA y NEPA para el Borrador del EIR/EIS Suplementario. Como tal, la publicación de los avisos públicos sobre la disponibilidad del Borrador del EIR/EIS Suplementario para la revisión pública fue llevada a cabo por la Autoridad Ferroviaria de Alta Velocidad y la FRA.</p> <p>El Borrador del EIR/EIS suplementario de la Sección de Fresno a Bakersfield estuvo en circulación durante 60 días según lo exigido por la CEQA (Pautas de la CEQA §15080-15088). Las pautas de la CEQA proporcionan:</p> <p><i>El periodo de revisión pública para un borrador de EIR no será menor de 30 días ni mayor de 60 días, excepto en circunstancias inusuales. Cuando un borrador de EIR se envía a la Cámara de Compensación Estatal para revisión por parte de las agencias estatales, el periodo de revisión pública no será menor de 45 días, a menos que la Cámara de Compensación apruebe un periodo más corto, no menor a 30 días. (14 C.C.R. 15105)</i></p> <p>Así mismo, la Sección 13(c)(9) de los Procedimientos de la FRA para Consideración de Impactos Ambientales estipula lo siguiente:</p> <p><i>El borrador del EIS estará disponible para la presentación de comentarios públicos y de las agencias por lo menos 45 días a partir del viernes siguiente a la semana en que la EPA haya recibido el borrador del EIS. El periodo para comentarios sobre el borrador del EIS debe especificarse en un lugar prominente en el documento, pero los comentarios recibidos después de que expire dicho periodo establecido deben considerarse en la medida de lo posible. (64 FR 101, página 28545, 26 de mayo de 1999)</i></p> <p>La Autoridad cree que el tiempo otorgado fue suficiente para que el público revise y brinde comentarios sobre el Borrador del EIR/EIS Suplementario de la Sección de Fresno a Bakersfield. Se llevó a cabo una audiencia pública formal en Bakersfield el 19 de diciembre de 2017, en la que se aceptaron comentarios verbales y escritos sobre el Borrador del EIR/EIS Suplementario.</p> <p>Según los requisitos establecidos por las Directrices 15086 y 15087 de la CEQA, la Autoridad y la FRA dieron un aviso generalizado de la disponibilidad del Borrador del EIR/EIS Suplementario para asegurarse de que los miembros del público y las agencias locales, estatales y federales tuvieran la oportunidad de revisarlo y proporcionar sus comentarios.</p> <p>La Autoridad y la FRA proporcionaron un amplio aviso de la disponibilidad del Borrador del EIR/EIS Suplementario de las siguientes maneras: enviando un aviso por correo a todos los individuos/organizaciones que solicitaron un aviso por escrito y mediante la publicación en periódico(s) de circulación general; por correo directo a los propietarios/ocupantes de las propiedades dentro de un radio de 300 pies de la zona impactada por la F-B LGA y la zona del Proyecto de Mayo de 2014; por correo directo a agencias, funcionarios electos, tribus, etc.; por correo directo a las personas de la lista de correspondencia del proyecto; enviando copias a la Oficina de Compensación Estatal para su revisión; y a través de la publicación en el registro federal.</p> <p>La Autoridad y la FRA proporcionaron acceso al Borrador del EIR/EIS Suplementario de las siguientes maneras: todo el Borrador del EIR/EIS Suplementario, del Volumen I al III, estuvo disponible en el sitio web de la Autoridad; los CD que contienen estos</p>

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	<p>documentos se pusieron a disposición de las personas que los solicitaron (por escrito), sin costo alguno; y CDs y copias impresas se pusieron a disposición en las bibliotecas públicas en las cercanías de las alineaciones afectadas y las oficinas de la Autoridad.</p> <p>La Autoridad y la FRA facilitaron el conocimiento de la disponibilidad del Borrador del EIR/EIS Suplementario de las siguientes maneras: proporcionando información durante las reuniones mensuales de la agencia y consultas regulares; mediante la celebración de reuniones públicas generales, así como de reuniones individuales con las partes interesadas; llevando a cabo una audiencia pública durante el período de revisión de 60 días para el Borrador del EIR/EIS Suplementario; y mediante avisos por correo.</p> <p>El Capítulo 10 del Borrador del EIR/EIS Suplementario enumera las agencias, las tribus de nativos americanos, los funcionarios electos y las organizaciones y empresas a quienes se les envió un aviso por correo de la disponibilidad del documento. Entre el 3 y el 9 de noviembre de 2017, la Autoridad publicó un comunicado de prensa en todos los principales periódicos de la zona informando al público sobre la disponibilidad del Borrador del EIR/EIS Suplementario en el sitio web de la Autoridad. La Autoridad utilizó las listas de los Asesores del Condado en el Condado de Kern para identificar y dar aviso a los propietarios de las tierras afectadas o impactadas dentro de un radio de 300 pies del Proyecto de Mayo de 2014 y la F-B LGA.</p> <p>El público tuvo la oportunidad de comentar en varias maneras. Los comentarios pueden enviarse a la Autoridad y a la FRA por medio de una tarjeta o carta (incluyendo las tarjetas y cartas presentadas en la audiencia pública), verbalmente en la audiencia pública y por correo electrónico. La Autoridad y la FRA han considerado los comentarios que recibieron después del 16 de enero de 2018 sobre el Borrador del EIR/EIS Suplementario. Estos comentarios se reproducen aquí en los Capítulos 19 a 25 los Capítulos 19 a 25 de este EIR Suplementario Final. Se presentaron un total de aproximadamente 290 cartas de comentarios (una carta de comentarios por parte de un individuo u organización podría consistir en uno o más comentarios) en el Borrador del EIR/EIS Suplementario. Estos comentarios se enviaron por correo electrónico y correo postal, y a través del sitio web de la Autoridad.</p> <p>El Aviso de disponibilidad, que se distribuyó inicialmente el 9 de noviembre de 2017 y luego en forma modificada el 17 de noviembre de 2017, incluyó un aviso de la audiencia pública del 19 de diciembre de 2017 y se envió por correo a escuelas, funcionarios electos, partes interesadas, agencias y tribus. También se envió por correo a los propietarios y residentes a menos de 300 pies de distancia de las zonas impactadas del Proyecto de Mayo 2014 y la F-B LGA y a cualquier persona que haya solicitado ser notificada.</p> <p>Finalmente, el NOA se publicó en 10 periódicos con circulación en el área del proyecto. La siguiente tabla muestra los nombres de las publicaciones y las fechas en que se publicó el NOA.</p>

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	<div>Tabla 1: Publicaciones del NOA en periódicos</div> <table><tr><th></th><th>Publicación</th><th>Fecha de publicación inicial</th><th>Segunda fecha de publicación</th></tr><tr><td>1</td><td>Bakersfield Californian</td><td>11/9/2017</td><td>11/17/2017</td></tr><tr><td>2</td><td>Bakersfield.com</td><td>11/09/2017-11/15/2017</td><td>11/15/2017</td></tr><tr><td>3</td><td>El Popular</td><td>11/3/2007</td><td>11/17/2017</td></tr><tr><td>4</td><td>Fresno Bee</td><td>11/9/2017</td><td>11/17/2017</td></tr><tr><td>5</td><td>Hanford Sentinel</td><td>11/9/2017</td><td>11/17/2017</td></tr><tr><td>6</td><td>Vida en el Valle</td><td>11/8/2017</td><td>11/22/2017</td></tr><tr><td>7</td><td>Corcoran Journal</td><td>11/9/2017</td><td>11/15/2017</td></tr><tr><td>8</td><td>Delano Record</td><td>11/9/2017</td><td>11/23/2017</td></tr><tr><td>9</td><td>Wasco Tribune</td><td>11/8/2017</td><td>11/22/2017</td></tr><tr><td>10</td><td>Shafter Press</td><td>11/8/2017</td><td>11/22/2017</td></tr></table> <p>Además de publicar el aviso en los periódicos locales, la Autoridad publicó el NOA en la página web de la Sección del Proyecto de Fresno a Bakersfield con un enlace de la página principal de la Autoridad. La Autoridad también emitió un comunicado de prensa el 9 de noviembre de 2017 con la información específica de la audiencia a los medios de comunicación en el Valle Central y una lista de correo electrónico con 8,789 direcciones de correo electrónico únicas.</p> <p>19.1.2 Audiencia pública y avisos de reunión</p> <p>Las reuniones públicas se anunciaron a través de correo directo a aquellos en la base de datos del proyecto, anuncios en periódicos locales, avisos por correo electrónico y publicaciones en el sitio web de la Autoridad. Los avisos de las reuniones públicas se publicaron en periódicos que tienen circulación general en las áreas que posiblemente serían afectadas por el proyecto propuesto. Los avisos por correo directo para las reuniones públicas estaban en inglés y español o contenían un número de teléfono gratuito para que las personas que hablan español pudieran llamar. Los avisos enviados por correo electrónico fueron en inglés y español. Intérpretes de Lenguaje de Señas Americano estuvieron disponibles en el Borrador de la Audiencia Pública Suplementaria del EIR/EIS.</p> <p>La FRA publicó un aviso sobre la audiencia pública programada para el 19 de diciembre de 2017 en Bakersfield. La página web se puso a disposición del público el 17 de noviembre de 2017 en: https://www.fra.dot.gov/Page/P1072. La agencia de Protección Ambiental de los Estados Unidos también publicó un aviso sobre la disponibilidad del Borrador del EIR/EIS Suplementario de la FRA el 17 de noviembre de 2017.</p> <p>Los avisos de la reunión también se entregaron a los grupos de interesados más importantes para ser publicados en los mostradores públicos/tableros de anuncios. La lista de correspondencia incluyó aproximadamente a 15,000 destinatarios. Para garantizar el</p>		Publicación	Fecha de publicación inicial	Segunda fecha de publicación	1	Bakersfield Californian	11/9/2017	11/17/2017	2	Bakersfield.com	11/09/2017-11/15/2017	11/15/2017	3	El Popular	11/3/2007	11/17/2017	4	Fresno Bee	11/9/2017	11/17/2017	5	Hanford Sentinel	11/9/2017	11/17/2017	6	Vida en el Valle	11/8/2017	11/22/2017	7	Corcoran Journal	11/9/2017	11/15/2017	8	Delano Record	11/9/2017	11/23/2017	9	Wasco Tribune	11/8/2017	11/22/2017	10	Shafter Press	11/8/2017	11/22/2017
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10	Shafter Press	11/8/2017	11/22/2017																																										

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	<p>alcance de la información a los residentes, propietarios, inquilinos y partes interesadas que podrían ser afectados, la base de datos incluye a todas las personas que solicitaron información, participaron en una reunión o talleres, o individuos/organizaciones con los que la Autoridad trató proactivamente de reunirse.</p> <p>Para más información sobre las reuniones públicas llevadas a cabo durante la preparación del Borrador del EIR/EIS y el RDEIR/SDEIS, consulte la sección de FB-Respuesta-GENERAL-16 en el EIR/EIS Final de la Sección del Proyecto de Fresno a Bakersfield.</p> <p>Se desarrollaron diversas publicaciones y materiales en inglés y español, y se pusieron a disposición en reuniones públicas, centros de actividades, mesas de información y en el sitio web de la Autoridad, incluyendo la Ficha informativa del Tren de Alta Velocidad de Fresno a Bakersfield, Las fichas informativas sobre el Sistema Ferroviario Estatal de Alta Velocidad, la ficha informativa sobre la F-B LGA, las preguntas frecuentes sobre la F-B LGA, preguntas frecuentes sobre la Sección del Proyecto de Fresno a Bakersfield, las fichas informativas del Derecho de Vía, "Su Propiedad, su Proyecto Ferroviario de Alta Velocidad," y la ficha informativa del Permiso para Entrar relacionada con los estudios de campo para las diversas disciplinas ambientales. Además, el sitio web de la Autoridad incluye información sobre el HSR, la ruta propuesta para el HSR, los Planes comerciales revisados de la Autoridad (Autoridad 2012a, 2014, 2016), boletines informativos, comunicados de prensa, reuniones de la junta directiva, desarrollos recientes, el estado del proceso de revisión ambiental, información de contacto de la Autoridad y enlaces relacionados. Los intérpretes de español estuvieron disponibles en la Jornada de Puertas Abiertas/Reuniones de Información Pública y el Borrador de la Audiencia Pública del EIR/EIS Suplementario.</p>
GENERALIDADES	FB-LGA-Respuesta-GENERALIDADES-03: Respuesta a los comentarios recibidos después del cierre del periodo de comentarios del público
	<p>El Borrador del EIR/EIS Suplementario para la Sección de Fresno a Bakersfield se circuló para su revisión pública y la presentación de comentarios entre el 9 de noviembre de 2017 y el 16 de enero de 2018. Las respuestas a los comentarios públicos y de las agencias recibidas durante el periodo de revisión se incluyen en los Capítulos 19 a 25 (respuestas a los comentarios sobre el Borrador del EIR/EIS Suplementario) de este EIR Suplementario Final para la Sección de Fresno a Bakersfield.</p> <p>Hubo aproximadamente 20 presentaciones de comentarios a la Autoridad y la FRA después del cierre del periodo de comentarios en el Borrador del EIR/EIS Suplementario. Estas cartas también se incluyen en los Capítulos 19 a 25 de este EIR Suplementario Final.</p>
GENERALIDADES	FB-LGA-Respuesta-GENERALIDADES-04: Impactos en el vecindario de Westchester, al suroeste de la Estación de F Street
<p>Algunos comentaristas expresaron inquietudes de que la ubicación de la Estación en F Street y Golden State Highway tendría un impacto negativo en el vecindario residencial al suroeste, que estaría muy cerca de la estación y ya habría sido afectado por el Proyecto de Ampliación de 24th Street.</p>	<p>La F-B LGA y la correspondiente Estación de F Street se seleccionaron como la Alternativa Preferida en el Borrador del EIR/EIS Suplementario por varias razones, incluyendo la reducción del impacto general a los vecindarios residenciales en comparación con el Proyecto de Mayo de 2014. Los beneficios del F-B LGA sobre el Proyecto de mayo de 2014 relacionado con los impactos al vecindario incluyen:</p> <ul style="list-style-type: none"> • Menos desplazamientos residenciales: La F-B LGA resultaría en aproximadamente 298 menos desplazamientos de unidades residenciales que el Proyecto de Mayo de 2014, lo que equivale a 944 menos residentes desplazados. • Evitar el desplazamiento de residentes de comunidades donde no hay suficientes viviendas de reemplazo: Según el Proyecto de Mayo de 2014, los residentes desplazados de la comunidad de Crome tendrían que buscar viviendas de reemplazo en las comunidades circundantes, ya que no hay viviendas existentes dentro de la comunidad para acomodar a los residentes

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	<p>desplazados. En contraste, el F-B LGA no afectaría a la comunidad de Crome.</p> <ul style="list-style-type: none"> • Evitar la división de los vecindarios y las comunidades existentes: El Proyecto de Mayo de 2014 atravesaría áreas residenciales en el Distrito Noroeste de Bakersfield, creando así una división permanente en un vecindario existente y establecido, y desplazaría aproximadamente un tercio de las viviendas y la única iglesia en la comunidad de Crome. La F-B LGA, sin embargo, seguiría los corredores viales y ferroviarios existentes a través de las áreas urbanas, y no pasaría por los vecindarios establecidos o la comunidad de Crome. <p>Para una discusión detallada de impactos a los vecindarios a largo plazo por la construcción de la F-B LGA, consulte las secciones 5.1.1, Desplazamientos y Reubicaciones de Propiedades, y 5.1.2, Interrupción o División de Comunidades Existentes - Impactos de la Operación, de la Evaluación de Impactos a la Comunidad Suplementaria de la Sección del Proyecto de Fresno a Bakersfield (2017).</p> <p>Con la F-B LGA, el vecindario residencial de Westchester al suroeste de la Estación de F Street experimentaría efectos molestos en la construcción a corto plazo, incluyendo el polvo y otros movimientos de tierra, ruido de la construcción y efectos visuales. Si bien la construcción del proyecto del HSR impactaría a individuos o propietarios individuales, estos impactos serían temporales¹ y se disminuirían a un nivel menos que significativo, como se describe en las Secciones 3.3, Calidad del Aire y Cambio Climático Global, 3.4, Ruido y Vibración, y 3.16, Estética y Calidad Visual del Borrador del EIR/EIS Suplementario.²</p> <p>A largo plazo, las propiedades en este vecindario no se verían desplazadas y los residentes podrían permanecer en sus hogares. Las propiedades cercanas a la estación pueden experimentar efectos molestos tales como ruido y vibración operacional y efectos estéticos. Estos impactos se mitigarán en la medida de lo posible, como se describe en las Secciones 3.4, Ruido y Vibración, y 3.16, Estética y Calidad Visual del Borrador del EIR/EIS Suplementario.</p> <p>La ampliación de 24th Street es un proyecto separado que no forma parte del F-B LGA. El proyecto de ampliación de 24th Street es parte de la condición futura con o sin el proyecto del HSR, y puede contribuir a impactos acumulativos junto con el F-B LGA. La principal contribución acumulativa del proyecto de ampliación de 24th Street es la división de los barrios residenciales a lo largo del corredor de 24th Street, ubicada entre Oak Street al oeste, 16th Street al sur y la SR 204/Golden State Avenue al norte y al este. El F-B LGA no contribuiría a la división de este vecindario porque la alineación está ubicada al noreste del vecindario y no dividiría ninguna parte de este vecindario. La ampliación de 24th Street también podría contribuir a los impactos a corto plazo como resultado de las actividades de construcción. Los desvíos de ruta y las restricciones de acceso podrían causar retrasos para los residentes y usuarios del área. El F-B LGA podría causar impactos similares, y las áreas de impacto de los proyectos se superponen particularmente entre Chester Avenue y la SR 99, a lo largo del corredor de 24th Street. El proyecto de ampliación de 24th Street incluye IAMM, que incluiría medidas de control de tráfico y la distribución de avisos, lo que ayudaría al proyecto a evitar demoras o inconvenientes a los residentes y usuarios del área, como lo haría la F-B LGA. Ambos proyectos incluyen un compromiso de comunicación y cooperación con agencias locales y regionales, lo que ayudaría a desarrollar el tráfico y retrasar los planes de evitación que incorporen las necesidades de ambos proyectos, si los periodos de construcción se superponen.</p> <p>La estación de F Street propuesta asociada con el F-B LGA incluye mejoras de acceso al área de la Estación de F Street y al vecindario al oeste de la Estación F Street al agregar un cruce con Golden State Highway (SR 204) en F Street. El diseño existente de la SR 204 es una carretera norte-sur que conecta a la SR 58 y la SR 99 dentro de la ciudad de Bakersfield. Opera como una arteria urbana al sur de F Street y como una autopista al norte de F Street. El cruce de autopista propuesto en la SR 204 y F Street daría como resultado que la SR 204 funcione como una autopista al norte de M Street y mejoraría la seguridad y circulación para los</p>

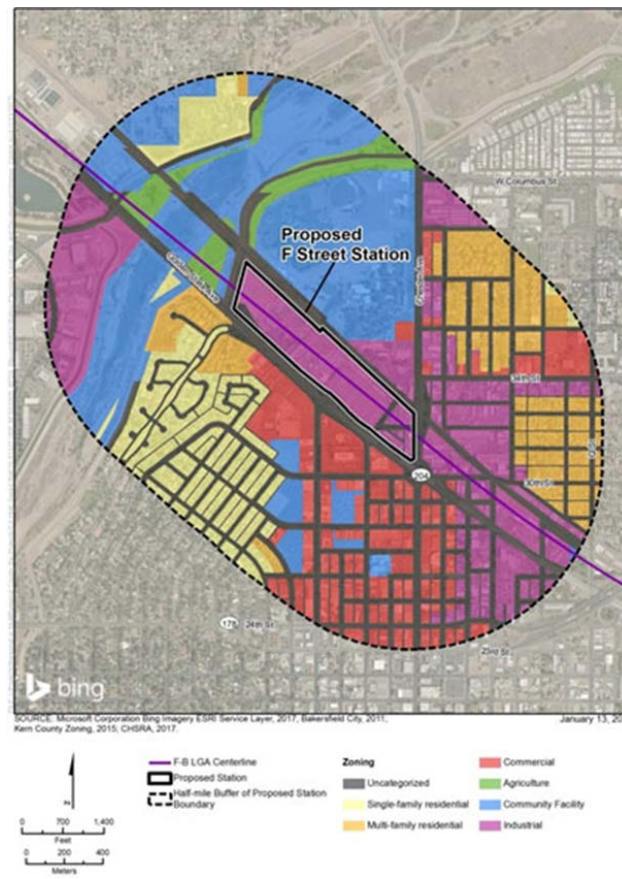
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	<p>residentes en los vecindarios cercanos.</p> <p>Bajo las condiciones existentes, la SR 204 es una intersección señalizada a nivel con F Street. El análisis del segmento de la autopista existente muestra que el segmento hacia el oeste en la SR 204, al este de F Street, opera de manera insatisfactoria (nivel de servicio [LOS, por sus siglas en inglés] D) y condiciones (LOS E) durante las horas pico de la tarde. Una vez construidas, las rampas hacia el oeste de F Street/SR 204 operarían en LOS C durante las horas pico de la mañana y LOS B durante horas pico de la tarde, y las rampas hacia el este de F Street/SR 204 operarían en LOS C durante las horas pico de la mañana y la tarde. Esto mejoraría la circulación y la seguridad en las inmediaciones del área de la estación, lo que a su vez contribuiría a mejorar la seguridad y la circulación de los residentes en el vecindario al oeste de la Estación de F Street. Se incluyen más detalles sobre el análisis de LOS de los segmentos de las autopistas en el Informe Técnico de Transporte de la F-B LGA (Autoridad y FRA, 2017).</p> <p>¹ Se espera que la construcción del proyecto se complete dentro de un periodo de seis años desde el inicio de la primera fase de construcción y mediante pruebas operacionales del sistema del HSR, sin incluir la adquisición o el permiso de propiedad. La mayoría de las actividades de construcción cesarían en uno o dos años en cualquier ubicación determinada.</p> <p>² La Sección 3.3, Calidad del Aire y Cambio Climático Global del Borrador del EIR/EIS Suplementario identifica que la implementación de AQ-MM# 1, #2, y #4 reduciría los impactos a la calidad del aire relacionados con la construcción a un nivel no significativo. La Sección 3.4, Ruido y Vibración del Borrador del EIR/EIS Suplementario, identifica que la implementación de NV-MM# 1 y #2 reduciría el impacto de ruido y vibración relacionado con la construcción a niveles menos que significativos, respectivamente. Como se indica en la Sección 3.16, Estética y Recursos Visuales del Borrador del EIR/EIS Suplementario, dado que la construcción disminuiría el nivel de la calidad visual en la zona y los espectadores tendrían una sensibilidad moderadamente alta a los cambios visuales del periodo de construcción, se considera que tiene un impacto menos que significativo según la CEQA.</p>
GENERALIDADES	FB-LGA-Respuesta-GENERALIDADES-05: Proximidad de la Estación de F Street al centro y la estación de Amtrak
<p>Algunos comentaristas expresaron su preocupación de que la Estación de F Street presentaba oportunidades limitadas de revitalización y un beneficio menor que la ubicación de la Estación de Truxtun Avenue. La Autoridad también recibió comentarios de que la Estación de F Street no proporcionaría conectividad a la estación de Amtrak de Bakersfield.</p>	<p>Desarrollo del área de la estación</p> <p>La Estación de F Street propuesta por el F-B LGA tiene proximidad al área del centro de la ciudad, y el área circundante tiene el potencial de desarrollo.</p> <p>SR 204/99B es una arteria principal que pasa a través de Bakersfield y se conecta a la SR 99 y la SR 178. F Street proporciona acceso directo al centro de la ciudad hacia el sur; Chester Avenue también brinda acceso al centro, así como a zonas industriales, residenciales y parques hacia el norte. Al este del sitio de la estación propuesta, 34th Street proporciona acceso de este a oeste al sitio de la estación.</p> <p>El área de estudio del sitio de la estación incluye Kern River, llanuras inundables, agricultura, espacios abiertos, zonas de almacenamiento y bodegas, usos industriales livianos, comerciales y residenciales (Exhibición GENERAL-05.1).</p> <p>Una estación del HSR en el centro de Bakersfield (como se propone con F-B LGA) fomentaría un desarrollo de mayor intensidad en las áreas circundantes. Esto también sería coherente con los planes y políticas de la ciudad que fomentan la revitalización del centro. De acuerdo con el Borrador Final de la Estrategia de Desarrollo en Fases de 30 Años (Ciudad de Bakersfield 2016b), la Ciudad tiene la intención de aumentar sustancialmente el desarrollo comercial, residencial, de oficinas y hotelero en las áreas que rodean la estación del HSR propuesta a través de políticas y estrategias que promueven el desarrollo de cambio de uso, atracción comercial y la adopción de enmiendas de ordenanzas de zonificación. Aproximadamente el 6 por ciento del área de estudio de la Estación de F Street está subutilizada o vacante, y el desarrollo circundante se caracteriza por viejos almacenes industriales de un solo piso con grandes áreas de estacionamiento. Por lo tanto, en comparación con la Estación de Truxtun Avenue, la Estación de F Street presenta más oportunidades para el desarrollo de cambio de uso, la revitalización de grandes edificios existentes, la creación de</p>

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nuevos puestos de trabajo y las viviendas orientadas al uso del transporte público. Al igual que con el Proyecto de Mayo de 2014, el desarrollo orientado al transporte público asociado con la Estación de F Street sería consistente con el Consejo de Gobiernos de Kern y los planes y políticas de la Ciudad de Bakersfield que fomentan la revitalización del centro (Ciudad de Bakersfield, 2005).

Como también se discutió en el EIR/EIS Final de la Sección de Fresno a Bakersfield y las Políticas para el Desarrollo del Área de la Estación del HST (Autoridad, 2008; Autoridad, 2011), la Autoridad animará a la ciudad de Bakersfield a facilitar el desarrollo orientado al transporte público en la estación y sus alrededores. La Estación de F Street estaría ubicada en un área donde la ciudad de Bakersfield está desarrollando un plan para el área de la estación del HSR para abordar el potencial de desarrollo de cambio de uso y el aumento de las densidades asociadas con la estación del HSR.



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	<p>Exhibición GENERAL-05.1 - Plan del Área de la Estación del Tren de Alta Velocidad - Mapa del Área de Estudio</p> <p>La Autoridad ha desarrollado los Principios y Directrices para la Estación del HSR. Estos incluyen, pero no se limitan a las siguientes características: desarrollo orientado al transporte público • y de mayor densidad; una mezcla de usos de la tierra y tipos de vivienda; un patrón de cuadrícula de las calles; un diseño compacto orientado a los peatones; un diseño de edificios sensibles al contexto; y cantidades limitadas de espacios de estacionamiento con cuota. Las directrices se basan en ejemplos internacionales en los que las ciudades y las agencias de tránsito han incorporado principios sólidos de diseño urbano como elementos integrados de los sistemas de transporte a gran escala. La aplicación de principios sólidos de diseño urbano al Sistema del HSR ayudará a maximizar el rendimiento de la inversión en el transporte, mejorará la habitabilidad de las comunidades a las que sirve, creará valor a largo plazo e integrará con sensibilidad el proyecto en las comunidades a lo largo del corredor del Sistema del HSR.</p> <p>Los documentos enumerados a continuación y ubicados en el sitio web de la Autoridad establecen principios y directrices para el desarrollo del área de la estación del tren de alta velocidad.</p> <ul style="list-style-type: none"> • Desarrollo del área de la estación del HST: Principios y Directrices Generales (2011) • Guías de diseño urbano: Proyecto del Tren de Alta Velocidad de California (2011) <p>La ciudad de Bakersfield ha preparado un Plan del área para la estación del HSR (Vision Plan 2018) en coordinación con la Autoridad. El Vision Plan para mayo de 2018 incluye una estrategia de diseño urbano para el centro de Bakersfield que promueve el desarrollo económico y la sostenibilidad, fomenta el desarrollo físico del área de la estación y mejora la sostenibilidad de la comunidad al fomentar el desarrollo del cambio de uso y la conectividad multimodal. El Vision Plan se basa en los esfuerzos de planificación existentes para crear una visión para el desarrollo y la revitalización del centro de Bakersfield en conjunto con el HSR. El área de estudio para el Vision Plan de Bakersfield incluye la ubicación propuesta de la Estación de F Street evaluada en el Borrador del EIR/EIS Suplementario y la Estación de Truxtun Avenue descrita en las páginas 3.13-30 a 3.13-32 de la Sección del Proyecto de Fresno a Bakersfield en el EIR/EIS Final. Ambas estaciones están identificadas en el mapa del área de estudio del Centro de Bakersfield. (Exhibición GENERAL-05.2).</p> <p>El Vision Plan de Bakersfield actuará como un documento de visión que: (1) aumentará la población y la densidad económica en el núcleo urbano; (2) apoyará la actividad residencial y comercial; (3) desarrollará propiedades subutilizadas o vacantes; (4) conectará la actividad existente y los centros culturales; (5) creará un sistema de transporte multimodal eficiente, confiable y efectivo; (6) mejorará la sostenibilidad, la habitabilidad y un sentido único del lugar; y (7) asegurará fondos para acciones de implementación identificadas.</p>

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Exhibición GENERAL-05.2 - Plan del Área de la Estación del Tren de Alta Velocidad - Mapa del Área de Estudio

Fuente: Ciudad de Bakersfield (2016)

Las siguientes secciones del Borrador del EIR/EIS Suplementario proporcionan información relacionada con el uso de la tierra y el desarrollo:

- La Sección 3.2, Transporte, proporciona información sobre el estacionamiento.
- La Sección 3.12, Socioeconomía y Comunidades, incluye información sobre demografía, propiedad, factores económicos y comunidades y vecindarios.
- Sección 3.13, Planificación de la estación, uso de la tierra y desarrollo
- La Sección 3.14, Tierras Agrícolas, proporciona información sobre los impactos en las tierras agrícolas.
- La Sección 3.15, Parques, Recreación y Espacios Abiertos, proporciona información sobre los impactos a los parques.
- La Sección 3.18, Crecimiento Regional, proporciona información sobre el crecimiento regional, el empleo en la construcción y la

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	<p>operación, y la posibilidad del proyecto para inducir el crecimiento relacionado con la población y el empleo.</p> <p>Conexión a la Estación de Amtrak de Bakersfield</p> <p>Al principio en el desarrollo de la LGA, la Autoridad y la Ciudad de Bakersfield acordaron identificar una alineación conceptual inicial a través de la Ciudad de Bakersfield con una estación ubicada en la intersección de F Street y Golden State Avenue (SR 204) que abordaría las inquietudes de la Ciudad y cumpliría con los requisitos de diseño de la Autoridad, para que la Autoridad pueda estudiarla en una revisión ambiental posterior. El Borrador del EIR/EIS Suplementario evolucionó a partir de esta cooperación mutua y los aportes del público posteriores (Ver FB-LGA-Respuesta-GENERAL-01: Alternativas).</p> <p>La estación propuesta de F Street de la F-B LGA estaría ubicada en la intersección de F Street/SR 204 y se diseñaría según el Desarrollo del Área de la Estación del Tren de Alta Velocidad (HST): Principios y directrices generales (Autoridad, 2011). Para proporcionar la máxima oportunidad para el desarrollo del área de la estación de acuerdo con el propósito, la necesidad y los objetivos del sistema del HSR, las ubicaciones preferidas para las estaciones del HSR serían centros de transporte multimodales y generalmente estarían en centros urbanos tradicionales. F Street proporciona acceso directo al centro de la ciudad hacia el sur; Chester Avenue también brinda acceso al centro, así como a zonas industriales, residenciales y de parques al norte. Al este del sitio de la estación propuesta, 34th Street proporciona acceso de este a oeste al sitio de la estación (consultar la Sección 3.13 Planificación de la Estación, Uso de la Tierra y Desarrollo del Borrador del EIR/EIS Suplementario).</p> <p>La Estación de F Street propuesta estaría ubicada cerca de una red de carreteras regionales en un área sin servicio ferroviario existente, así como también cerca de Kern River Parkway, y proporcionaría una conexión directa con esa instalación. La ubicación de la Estación F Street complementaría el transporte público existente en el área metropolitana de Bakersfield, incluyendo los autobuses locales, los autobuses interurbanos, los trenes de Amtrak y los servicios de transporte para personas con discapacidad. La circulación de vehículos desde F Street se organizaría para maximizar la separación de los flujos de circulación de vehículos privados y de transporte público para reducir las demoras del transporte público causadas por la congestión del tráfico. El centro de tránsito existente al este de F Street proporciona una conexión conveniente a Chester Avenue, donde la ciudad de Bakersfield planea construir una futura línea de autobús de tránsito rápido. El centro de tránsito también estaría conectado al edificio principal de la Estación F Street con un camino especial para bicicletas/peatones a desnivel en F Street. Este carril exclusivo para bicicletas/peatones, propuesto como parte de la F-B LGA, abarcaría la longitud del sitio de la Estación de F Street y proporcionaría acceso para bicicletas y peatones entre Chester Avenue, la entrada al edificio de la estación principal y el sistema de senderos del Río Kern. Los carriles para bicicletas o caminos más cercanos están en Chester Avenue, junto al sitio de la estación. También hay carriles para bicicletas adicionales a lo largo de las calles P y Q, 21st Street, 30th Street, 34th Street y Kern River Parkway, mientras que hay carriles para bicicletas planeados a lo largo de Edison Highway al este de la estación propuesta, y cerca de la intersección de Airport Drive y Golden State Avenue al norte del Río Kern y el área de la estación propuesta (Ciudad de Bakersfield y Condado de Kern, 2010).</p> <p>Si bien la Estación de Truxtun Avenue (Proyecto de Mayo de 2014) estaría ubicada en un centro de transporte público existente y sería más conveniente para Amtrak y los usuarios de los autobuses, el Estudio del Centro de Tránsito Metropolitano de Bakersfield del Consejo de Gobiernos de Kern (Consejo de Gobiernos de Kern, 2015), identificó la Estación de F Street propuesta como una posible ubicación para un "Centro de Tránsito" en la Ciudad de Bakersfield debido al crecimiento previsto y la mayor demanda del servicio de transporte público. También identifica la necesidad de conectividad de varias conexiones de servicio de tránsito existentes y futuras. Como se discutió en el Apéndice 3.13-A, Planes de Uso del Terreno, Metas y Políticas del Borrador del EIR/EIS Suplementario, la Estación de F Street fue una de las 13 ubicaciones adecuadas estudiadas para el centro de transporte. El estudio</p>

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	<p>describe la ubicación de la Estación de F Street de la siguiente manera:</p> <p>El área circundante contiene una gran cantidad de uso del terreno para las ventas/servicios a poca distancia del sitio, lo que proporcionaría apoyo para un centro de transporte. El acceso es proporcionado por Golden Empire Transit (GET) y Kern Transit, y las rutas para bicicletas futuras existentes y planificadas propuestas en el Plan de Transporte para Bicicletas de la Ciudad. Si bien no hay una [sic] alta concentración de poblaciones existentes dependientes del transporte público, se prevé que las proyecciones de empleo se triplicarán para el año 2040 a largo plazo. Este centro de tránsito puede ayudar con el crecimiento anticipado del empleo al proporcionar acceso multimodal a los futuros centros de empleo cercanos.</p> <p>Además, la estación propuesta de F Street está aproximadamente a 1.5 millas de distancia de la estación de Amtrak de Bakersfield, y se diseñaría como un centro de transporte multimodal que maximizaría las oportunidades de transporte intermodal, cumpliendo con los objetivos generales del proyecto de acuerdo con la Proposición 1A que fue aprobada por los votantes. La ubicación de la Estación F Street complementaría el transporte público existente, incluyendo los autobuses locales, los autobuses interurbanos y los trenes de Amtrak.</p> <p>Como se discutió en el Capítulo 2, Descripción de la F-B LGA y Sección 3.2, Transporte, del Borrador del EIR/EIS Suplementario, se espera que el servicio ferroviario de Amtrak de San Joaquín probablemente se adapte para funcionar más como un servicio alimentador del sistema del HSR en el área de Bakersfield, para brindar a los pasajeros la oportunidad de conectarse a ciudades en las que no habrá servicio ferroviario de alta velocidad. Esto es consistente con el Plan Estratégico del Corredor de San Joaquín de 2008 (Caltrans, marzo de 2008), el Plan Ferroviario Estatal de California de 2013 y 2018 (Caltrans, mayo de 2013 y octubre de 2017), y el Plan Comercial del HSR de California Modificado en 2012 (Autoridad y FRA, 2012), como se discutió en el EIR/EIS Final de la Sección del Proyecto de Fresno a Bakersfield. Esta suposición también es congruente con el Plan Comercial del HSR de California (Autoridad y FRA, 2016).</p> <p>Esto no impediría que Amtrak o la Ciudad brinden servicio de tránsito hacia/desde la Estación de F Street propuesta. Cabe señalar que una conexión auxiliar, que es una línea ferroviaria secundaria que se bifurca de la ruta principal, no se evaluó ya que se determinó que no era viable y no cumpliría con el programa del HSR de proporcionar un sistema ferroviario de alta velocidad y mejorar los viajes interurbanos.</p> <p>Se puede encontrar más información sobre los esfuerzos para la planificación del área de la estación y la integración de los servicios ferroviarios de pasajeros en el sitio web de la Autoridad.</p>
GENERALIDADES	FB-LGA-Respuesta-GENERALIDADES-07: Apoyo General al HSR
<p>Varios comentaristas expresaron su apoyo general al Proyecto HSR.</p> <p>Los beneficios mencionados incluyeron la economía, la reducción de la congestión en las carreteras y la reducción de la contaminación y los beneficios de salud relacionados.</p>	<p>El tren de alta velocidad aportaría beneficios significativos a California, tanto a corto como a largo plazo. El proyecto sería beneficioso para las personas y el estado en general. Los beneficios serían a nivel estatal y abarcarían inquietudes tanto económicas como ambientales. La población de California está creciendo rápidamente y, a menos que se identifiquen nuevas soluciones de transporte, el tráfico y la congestión vehicular solo empeorarán y las demoras en los aeropuertos continuarán aumentando. El sistema del HSR propuesto con una velocidad de 220 millas por hora proporcionaría costos más bajos que los de las aerolíneas para los mismos mercados de ciudad a ciudad. Aumentaría la movilidad, a la vez que reduciría la contaminación del aire, disminuiría la dependencia de los combustibles fósiles y protegería el medio ambiente al reducir las emisiones de gases de efecto invernadero (GEI), y promovería el desarrollo sostenible. Al trasladar a las personas más rápidamente y a un costo menor que el actual, el Sistema del HSR aumentaría la productividad de California y mejoraría la economía. En noviembre de 2008, los votantes de California aprobaron</p>

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	<p>la Proposición 1A, que proporciona \$9 mil millones para la implementación del Servicio del HSR en California. Para obtener más información sobre la justificación para construir el Sistema del HSR propuesto, consulte la Sección 1.2.4, Necesidad Estatal y Regional del Sistema del HSR con la Sección de Fresno a Bakersfield. Hay más información disponible en EIR/EIS del Programa Estatal (Autoridad y FRA, 2005).</p>
GENERALIDADES	FB-LGA-Response-GENERALIDADES-08: Apoyo/Oposición a la Alternativa Localmente Generada de Fresno a Bakersfield y las Alternativas del Proyecto de Mayo 2014
<p>Muchos comentaristas expresaron su apoyo u oposición a la F-B LGA o al Proyecto de Mayo de 2014, basándose en impactos específicos a las propiedades, la agricultura o los recursos biológicos. Varios comentarios que apoyan o se oponen a las alternativas consideradas y evaluadas en el Borrador del EIR/EIS Suplementario incluyen opiniones sobre alineaciones que siguen los corredores de transporte existentes e inquietudes y preocupaciones sobre impactos que involucran aspectos como los desplazamientos (de negocios y viviendas), ruido y vibración, transporte, tierras agrícolas, recursos visuales/estéticos e impactos en la calidad del aire relacionados con la construcción a propiedades o comunidades específicas. Entre algunos comentaristas, las razones para apoyar una alternativa específica incluyeron beneficios económicos, tales como mejoras en las comunidades por la construcción y la presencia del HSR.</p>	<p>El Acuerdo de diciembre de 2014 entre la Autoridad y la Ciudad de Bakersfield identificó un compromiso de las dos agencias para la identificación de la F-B LGA, que proporcionaría una alineación alternativa al Proyecto de Mayo de 2014 desde el norte de Poplar Avenue en Kern County hasta Oswell Street en Bakersfield. Similar al proyecto de mayo de 2014, la alineación F-B LGA comenzaría al norte de Shafter e iría hacia el este del corredor de BNSF, continuando hacia el sureste hasta justo al norte de Burbank Street, donde giraría hacia el este hasta llegar al corredor de Union Pacific Railroad. En este punto, la alineación giraría y continuaría hacia el sureste, adyacente y al oeste del corredor de Union Pacific Railroad. La alineación continuaría hacia el sureste hacia Bakersfield y se desviaría del corredor de Union Pacific Railroad. Al suroeste de la comunidad de Oildale, la alineación cruzaría la SR 99 y continuaría hacia el sureste. Al sur de Airport Drive, la alineación cruzaría y correría paralela al lado este de la SR 204. Esta ruta continuaría hasta el cruce de la SR 178, donde la alineación se dirigiría hacia el este y correría paralela al corredor de Union Pacific Railroad. La F-B LGA continuaría generalmente hacia el este dentro de los corredores de Sumner Street y Edison Highway, y terminaría en Oswell Street. La estación F-B LGA estaría ubicada en la intersección de la SR 204 y F Street. Una MOIF estaría situada a lo largo de la F-B LGA en la ciudad de Shafter cerca de Fresno Avenue.</p> <p>Seguir el transporte y los corredores de servicios públicos existentes ha sido un componente fundamental de la planificación de proyectos del HSR, comenzando con el proceso del EIR/EIS del programa estatal, continuando a través del proceso del EIR/EIS del programa del Área de la Bahía al Valle Central, y continuando a través del nivel del proyecto del EIR/EIS. "Con el fin de reducir los impactos sobre las comunidades y el medio ambiente, la alineación para el sistema ferroviario de alta velocidad se ajustará a los corredores de transporte o servicios públicos existentes, hasta donde sea posible, y deberá ser económicamente viable, según lo determinado por la Autoridad." La Autoridad y FRA han hecho todo lo posible para maximizar el uso de los corredores de transporte existentes para minimizar los posibles impactos en las tierras agrícolas. Sin embargo, esto debe equilibrarse con las consideraciones para minimizar los posibles impactos en las áreas urbanizadas (típicamente, ruido y desplazamientos residenciales y comerciales). Además, las operaciones del HSR imponen requisitos de diseño que no siempre se ajustan a la alineación de los corredores de transporte existentes, por lo que no pueden construirse de manera viable únicamente dentro de esos corredores (véase también FB-LGA-Respuesta-GENERALIDADES-01). Muchos de los corredores existentes no son suficientemente rectos, ni su radio de curva es lo suficientemente largo como para dar cabida a las operaciones ferroviarias de alta velocidad en toda su longitud y, en muchos casos, no podrían mantener las velocidades necesarias para cumplir con los requisitos de tiempo de viaje de la Proposición 1A. En consecuencia, una alineación de HSR después de dicho corredor no podría cumplir con el propósito y la necesidad del proyecto. Además, las consideraciones de seguridad dictan la necesidad de separar el HSR de las carreteras y el ferrocarril convencional (consulte la Sección 2.4.2.1, Requisitos de Alineación del EIR/EIS Final de la Sección del Proyecto de Fresno a Bakersfield).</p> <p>El Borrador del EIR/EIS Suplementario proporciona una comparación de las diferencias relativas entre las características físicas y operativas y las posibles consecuencias ambientales asociadas con las alineaciones de la F-B LGA y el Proyecto de Mayo de 2014, así como las ubicaciones de las estaciones de F Street y Truxtun Avenue. Las características físicas/operativas incluyeron la</p>

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	<p>alineación, la longitud, el costo de capital, la constructabilidad y los problemas operacionales. Los posibles impactos ambientales incluyen temas relacionados con el transporte (calidad del aire, ruido y vibración y energía), el ambiente humano (uso del terreno e impactos a la comunidad, tierras de cultivo y agricultura, recursos estéticos y visuales, aspectos socioeconómicos, servicios públicos, materiales peligrosos y desechos), recursos culturales (recursos arqueológicos, propiedades históricas) y recursos paleontológicos, medio ambiente natural (geología y peligros sísmicos, hidrología y recursos hídricos, y recursos biológicos y humedales), y los recursos de la Sección 4(f) y la Sección 6(f) (parques, áreas recreativas, refugios de vida silvestre/aves acuáticas y sitios históricos).</p> <p>Aunque la F-B LGA involucraría mayores impactos asociados con las comunidades de plantas de condición especial, el nivel de servicio del segmento de la carretera, la vibración, las tierras de la Ley Williamson y las propiedades de la Sección 106 en comparación con el Proyecto de Mayo de 2014, la F-B LGA es la Alternativa Preferida porque es apoyada por la comunidad local (por ejemplo, la Ciudad de Bakersfield). La alternativa resultaría en menos impactos a las tierras agrícolas en general, menos ruido, menos desplazamientos residenciales, menos impactos a los hábitats acuáticos y de especies protegidas, así como a las instalaciones de la comunidad más importantes. Esta alternativa también sería la menos costosa de construir.</p> <p>La Autoridad usó la información en el Borrador del EIR/EIS Suplementario y los comentarios de agencias federales, estatales y locales y del público para identificar la Alternativa Preferida designada en este EIR Suplementario Final. La decisión de la Autoridad incluyó la consideración del propósito y la necesidad del proyecto y los objetivos del proyecto presentados en el Capítulo 1, Propósito y Necesidad del Proyecto, del Borrador del EIR/EIS Suplementario así como los objetivos y criterios en el análisis de alternativas y el potencial comparativo de los impactos ambientales. La Alternativa Preferida desde justo al norte de Poplar Avenue en Kern County hasta Oswell Street en Bakersfield equilibra el impacto general al medioambiente y las comunidades locales, el costo y las limitaciones de constructabilidad de las alternativas del proyecto evaluadas.</p> <p>Los impactos del F-B LGA y el Proyecto de Mayo de 2014 se resumen en el Resumen Ejecutivo del este EIR Suplementario Final (véase la Tabla S-2, Comparación de Impactos entre el Proyecto de Mayo de 2014 y F-B LGA). Una breve comparación de los impactos relativos de las alternativas está disponible en la Sección S.6, Comparación de la F-B LGA con el Proyecto de Mayo de 2014. Los principales beneficios de la F-B LGA y las diferencias entre la F-B LGA y el Proyecto de Mayo de 2014 se analizan en el EIR/EIS Suplementario y se resumen brevemente a continuación. F-B LGA difiere del Proyecto de Mayo de 2014 por las siguientes razones:</p> <ul style="list-style-type: none"> • F-B LGA, en comparación con el Proyecto de mayo de 2014, reduciría el número de desplazamientos residenciales. F-B LGA requeriría de 86 desplazamientos residenciales, mientras que el Proyecto de Mayo de 2014 requeriría de 384 desplazamientos residenciales. • F-B LGA, en comparación con el Proyecto de mayo de 2014, resultaría en impactos similares de reubicación de negocios. F-B LGA requeriría de 377 desplazamientos comerciales, mientras que el Proyecto de Mayo de 2014 requeriría de 392 desplazamientos comerciales. • La eficiencia obtenida de F-B LGA ocasionaría menos impactos permanentes directos sobre las aguas y los recursos de la vida silvestre. F-B LGA resultaría en 15.96 acres con impactos permanentes directos en las aguas, mientras que el Proyecto de Mayo de 2014 resultaría en 16.52 acres con impactos directos permanentes en las aguas. F-B LGA resultaría en menos impactos permanentes directos a los recursos de vida silvestre que el Proyecto de Mayo 2014. • F-B LGA, en comparación con el Proyecto de Mayo de 2014, daría lugar a usos similares de las propiedades de la Sección 4(f). Tanto la F-B LGA como el Proyecto de Mayo 2014 utilizarían dos propiedades de la Sección 4(f).

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	<ul style="list-style-type: none"> F-B LGA, en comparación con el Proyecto de Mayo de 2014, resultaría en impactos similares de reubicación de negocios. F-B LGA impactaría permanentemente 372 acres de tierras de cultivo importantes en comparación con 485 acres bajo el Proyecto de Mayo de 2014. Además, la F-B LGA impactaría 114 acres de tierras pertenecientes a las Tierras de Contrato de la Ley Williamson, en comparación con 47 acres según el Proyecto de Mayo 2014. <p>Los vecindarios, en particular los que se encuentran cerca de las estaciones urbanas del HSR, pueden experimentar una mayor vitalidad una vez que el sistema esté en funcionamiento, en cuanto a un mejor acceso, el cambio de uso de las propiedades residenciales, el crecimiento del empleo y un mayor patrocinio de las empresas locales. El área alrededor de la estación de Bakersfield podría mejorar la cohesión de la comunidad, ya que las mejoras en el área con el desarrollo de la estación podrían proporcionar nuevos lugares de reunión para los residentes de los vecindarios cercanos.</p>
GENERALIDADES	FB-LGA-Respuesta-GENERALIDADES-09: Oponerse al Proyecto del HSR (por ejemplo: costos, financiamiento, impacto en las ciudades, condados, comunidades, tierras de cultivo, agricultura, ambiente natural, vida silvestre y hábitat, calidad del aire, negocios, acceso a la tierra y áreas residenciales)
<p>Se presentaron muchos comentarios que se oponen al proyecto general, basados en una o más razones, incluyendo el costo, financiamiento, los impactos en las ciudades, condados, comunidades, tierras de cultivo, agricultura, ambiente natural, vida silvestre y hábitats, calidad del aire, negocios, acceso a la tierra y áreas residenciales.</p>	<p>Como se discutió en la Sección 1.2 del Capítulo 1 del Borrador del EIR/EIS Suplementario, la población de California está creciendo rápidamente y, a menos que se identifiquen nuevas soluciones de transporte, el tráfico solo empeorará y las demoras en los aeropuertos continuarán aumentando. El sistema del HSR propuesto con una velocidad de 220 millas por hora proporcionaría costos más bajos que los de las aerolíneas para los mismos mercados de ciudad a ciudad y un servicio competitivo con los viajes en automóvil. Mejoraría la movilidad, a la vez que reduciría la contaminación del aire, disminuiría la dependencia de los combustibles fósiles y protegería el medio ambiente mediante la reducción de las emisiones de gases de efecto invernadero (GEI), y promovería el desarrollo sostenible. Al trasladar a la gente más rápidamente y a un costo menor que el actual, el sistema del HSR aumentaría la productividad de California y también mejoraría la economía. Consulte la discusión en la Sección 1.21, Propósito y Necesidad del Sistema del HSR, Sección de Fresno a Bakersfield y F-B LGA, en el Borrador del EIR/EIS Suplementario.</p> <p>Los sistemas ferroviarios de alta velocidad en todo el mundo cubren sus propios costos de operación a través de los ingresos. 13 países han construido casi 10,000 millas de líneas ferroviarias de alta velocidad en las últimas décadas y 24 países están planeando y construyendo otras 16,000 millas. El análisis financiero del sistema de California, descrito en el Plan Comercial de 2016 (Autoridad, 2016, página 94), demuestra claramente que el número de pasajeros y los ingresos pueden cubrir los costos de operación del sistema, lo que significa que no se requerirá de ningún subsidio operacional.</p> <p>Se anticipa que el Proyecto HSR se financiará a través de una combinación de fondos federales, estatales y privados. Hasta la fecha, la Autoridad ha asegurado fondos a través del Programa Ferroviario de Alta Velocidad Interurbano de Pasajeros de la FRA, la Proposición 1A's Safe de California, la Ley de Bonos para el Sistema Ferroviario de Alta Velocidad de Pasajeros Confiable, aprobada por los votantes del estado en noviembre de 2008, y los ingresos del Programa de Fijación de Límites e Intercambio de los Derechos de Emisión (Cap and Trade). A través de estas fuentes de financiamiento, California ha identificado \$9.95 mil millones para invertir en el desarrollo de su Proyecto del HSR, incluyendo aproximadamente \$3.48 mil millones en fondos de subvenciones federales otorgados a través de Acuerdos Cooperativos con la FRA (Autoridad, 2016, página 72). En julio de 2014, el Tribunal de Apelación del Tercer Distrito de California falló a favor de la Autoridad en dos demandas relacionadas con nuestra capacidad de acceder a los fondos de bonos de la Propuesta 1A. Posteriormente, en octubre de 2014, el Tribunal Supremo de California denegó una petición para revisar las demandas, lo que hizo que la decisión del Tribunal de Apelación fuera definitiva.</p> <p>En 2014, la Legislatura también estableció una fuente de financiación continua para el Programa de Fijación de Límites e Intercambio</p>


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	<p>de los Derechos de Emisión (Cap and Trade) del estado, que proporciona la base para el financiamiento de la primera línea ferroviaria de alta velocidad de pasajeros en California.</p> <p>Oportunidades de empleo</p> <p>El Borrador del EIR/EIS Suplementario estima que para F-B LGA, el número equivalente de empleos de tiempo completo durante un año que se crearían directamente como resultado del gasto de construcción del proyecto del HSR durante todo el periodo de construcción sería de aproximadamente 5,786 empleos, mientras que la cantidad total de empleos regionales de tiempo completo indirectos durante un año que se crearían en el Condado de Kern sería de aproximadamente 5,242 empleos, para un total de 11,028 empleos de tiempo completo durante un año, (Borrador del EIR/EIS Suplementario, Sección 3.12. 4). La Autoridad estima que los empleos permanentes asociados con la operación del proyecto en el Condado de Kern serían aproximadamente 17,200 empleos para el año 2035. Esto incluye empleos directos para la operación y el mantenimiento del proyecto (aproximadamente 2,300 empleos), empleos indirectos e inducidos creados para apoyar a estos empleados (aproximadamente 3,200 empleos) y empleos adicionales creados como resultado de la conectividad mejorada de la región con el resto del estado.</p> <p>Precios de los boletos</p> <p>Las tarifas serán establecidas por el operador. Sin embargo, como se discutió en el Plan Comercial de 2012 revisado y continuó en el Plan Comercial de 2016, el análisis se basa en un escenario en el que las tarifas se establecerían en el 83 por ciento de las tarifas aéreas anticipadas. Esto sigue la estrategia de los sistemas ferroviarios de alta velocidad en todo el mundo para establecer tarifas inferiores a las de las aerolíneas que prestan servicios en el mismo mercado, y superiores a los costos de conducir en mercados de viajes a menor distancia. El nivel de tarifa apropiado tendrá en cuenta la competencia directa de los viajes aéreos y por carretera y los costos del servicio del sistema. Se espera que la estructura de precios de los boletos sea similar a la de una aerolínea, con diferentes clases de boletos y diferentes precios dependiendo de la hora y el día de viaje, con cuánta anticipación se compra el boleto, cuántas paradas hace el tren, etc.</p> <p>Calidad del aire</p> <p>A largo plazo, el HSR ayudaría a mejorar la calidad del aire en la cuenca atmosférica del Valle de San Joaquín mediante la reducción de las millas recorridas por vehículo (VMT, por sus siglas en inglés) en comparación con la Alternativa Sin Proyecto. Los automóviles producen una gran parte de los contaminantes del aire generados dentro de la cuenca de aire, y la reducción de VMT reduce estas emisiones. A largo plazo (año 2035), el Proyecto del HSR daría como resultado menores aumentos en las emisiones de los vehículos de motor que lo que ocurriría con la Alternativa Sin Proyecto, y estas reducciones, junto con el Acuerdo Voluntario de Reducción de Emisiones entre la Autoridad y el Distrito de Control de Contaminación del Aire del Valle de San Joaquín, compensarían por cualquier aumento de emisiones a corto plazo asociadas con la construcción del Sistema del HSR (véase la Sección 3.3.5 del Borrador del EIR/EIS Suplementario).</p> <p>Vida silvestre y hábitats</p> <p>Todas las alternativas de HSR tienen efectos tanto directos como indirectos en el hábitat de la vida silvestre, así como en las especies asociadas de estatus especial de plantas y vida silvestre. Los efectos son directos durante la preparación del sitio y la construcción, o indirectos a través de la escorrentía, el ruido, el movimiento, el sobresalto y la operación continua de la instalación. Durante la preparación del sitio, las comunidades de plantas, algunas de las cuales incluyen elementos de hábitat de vida silvestre, serían retiradas del área de construcción (es decir, áreas donde se colocaría la vía) antes de las actividades de construcción pesada. Es durante esta fase del proyecto que la vida silvestre se desplazará o se verá afectada por la limpieza, el raspado y la remoción de</p>

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	<p>la vegetación. El desplazamiento de la vida silvestre hacia el hábitat adyacente crearía mayores presiones para la supervivencia, ya que otros individuos competirían por recursos finitos, lo que generalmente reduce las poblaciones locales debido a la reducción del hábitat. Las condiciones de la zona previas al proyecto contienen restricciones existentes para el movimiento de la vida silvestre, tal como la SR 99, el desarrollo urbano y las vías ferroviarias de BNSF y UPRR. Consulte la Sección 3.7.4 del Borrador del EIR/EIS Suplementario para ver una discusión más profunda sobre los posibles impactos y las restricciones existentes al movimiento de la vida silvestre en la zona.</p> <p>Tierras de cultivo</p> <p>En general, la cantidad de tierra que se eliminaría de la producción agrícola en el Condado de Kern es un porcentaje muy pequeño de la tierra total en producción en el condado (consulte la Sección 3.14.4 del Borrador del EIR/EIS Suplementario). La Autoridad adquirirá las tierras de los propietarios cuyas tierras se vean directamente afectadas por el proyecto, de conformidad con la Ley de Asistencia Uniforme para la Reubicación y las Políticas de Adquisición de Bienes Inmuebles (Ley Uniforme). La Ley Uniforme establece estándares mínimos para el tratamiento y la compensación de las personas cuyas propiedades se adquieren para un proyecto financiado por el gobierno federal. Para obtener más información sobre la Ley Uniforme, consulte el Apéndice 3.12-A del EIR/EIS Final de la Sección del Proyecto de Fresno a Bakersfield. La información sobre la adquisición, compensación y asistencia de reubicación también está disponible en el sitio web de la Autoridad, en la sección de Your Property, Your High-Speed Rail Project (Autoridad 2013). El proyecto también debe cumplir con los requisitos de la Ley de Asistencia de Reubicación de California, que se analizan en el Apéndice 3.12-A del EIR/EIS Final. Aun así, podría haber una interrupción temporal de las operaciones agrícolas, ya que la producción se reasignará entre los propietarios y las instalaciones se reubicarán. Los sectores económicos relacionados, como las instalaciones de procesamiento, también podrían experimentar algunos efectos multiplicadores a corto plazo por la reducción de la producción.</p> <p>Impactos en la agricultura</p> <p>El proyecto afectaría negativamente las granjas individuales y otras operaciones agrícolas. La construcción del sistema del HSR provocaría la interrupción o la eliminación de la infraestructura existente, como edificios y otras estructuras, bombas y pozos, presas/estanques, sistemas de riego (incluyendo líneas de distribución, canales y sistemas de flujo de gravedad), fuentes de energía y acceso. Estas interrupciones y retiros serían, comprensiblemente, muy importantes para los propietarios y operadores agrícolas individuales y, en casos extremos, podrían hacer que no sea viable continuar con las operaciones agrícolas.</p> <p>El derecho de vía del HSR cortaría parcelas, incluyendo parcelas de tierras agrícolas. Aunque es inevitable una cierta separación de parcelas con cualquier alineación del HSR, la Autoridad y la FRA han realizado grandes esfuerzos para minimizar este impacto a través de la selección de la alineación, la ubicación de las estaciones, y el minucioso diseño del proyecto. En algunas áreas, la ruptura crearía pequeñas parcelas remanentes no rentables para las operaciones agrícolas. Típicamente, estos remanentes estarían ubicados entre los derechos de vía de las carreteras y la alineación del HSR. La Autoridad se compromete a trabajar con los propietarios de propiedades agrícolas para resolver o mitigar, si es posible, las adquisiciones que resultan en la división de las tierras de cultivo. Las características de diseño incluyen la creación de un programa de consolidación de tierras agrícolas para vender estas parcelas remanentes no económicas a los propietarios de tierras vecinos (véase la Sección 3.14.5, Medidas de Evitación y Minimización del Borrador del EIR/EIS Suplementario) y la creación de cruces elevados o por debajo del nivel de la superficie a intervalos razonables para preservar el acceso a través del derecho de vía del HSR (véase la Medida de Mitigación S0-MM#4 en la Sección 3.12.6 del Borrador del EIR/EIS Suplementario).</p>

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	<p>Impactos comerciales</p> <p>La construcción del proyecto requeriría la adquisición y la reubicación de una serie de empresas. La Autoridad adquirirá las tierras de los propietarios cuyas tierras se vean directamente afectadas por el proyecto, de conformidad con la Ley Uniforme. La Ley Uniforme establece estándares mínimos para el tratamiento y la compensación de las personas cuyas propiedades se adquieren para un proyecto financiado por el gobierno federal. Para obtener más información sobre la Ley Uniforme, consulte el Apéndice 3.12-A del EIR/EIS Final de la Sección del Proyecto de Fresno a Bakersfield y las Respuestas-SO-02 de FB-LGA: Impactos comerciales - La construcción/operación generaría demasiados impactos en las empresas. El proyecto también debe cumplir con los requisitos de la Ley de Asistencia de Reubicación de California, que se analizan en el Apéndice 3.12-A del EIR/EIS Final. La información sobre la adquisición, compensación y asistencia de reubicación también está disponible en el sitio web de la Autoridad. Se anticipa que muchos de los empleos en estos negocios se reubicarían en lugar de perderse. La Sección 3.12.4 del Borrador del EIR/EIS Suplementario proporciona información sobre los impactos de la adquisición de propiedades en los negocios.</p> <p>Dependiendo de la ubicación de las actividades de construcción y la naturaleza de las actividades, los impactos en los negocios variarían. Es más probable que se produzcan impactos relacionados con los negocios cerca de las zonas de actividades de construcción en la superficie. Los negocios que tienden a depender del tráfico para atraer clientes experimentarían los mayores impactos; sin embargo, algunos de estos negocios pueden recibir impactos comerciales positivos ya que los trabajadores de la construcción compran bienes y servicios, además de los clientes habituales.</p> <p>Como se describe en la Sección 3.12.10 del EIR/EIS Final, la Autoridad desarrollará un plan de mitigación de reubicación, en consulta con las ciudades afectadas y el Condado de Kern, lo que minimizará los impactos en las empresas durante la construcción, incluyendo la señalización y el mantenimiento del acceso en la medida de lo posible, y proporcionando asistencia para la reubicación (véase la Sección 3.12.6 SO-MM#4 y SO-MM#5 del Borrador del EIR/EIS Suplementario). Además, otras secciones del Borrador del EIR/EIS Suplementario identifican las medidas de mitigación relacionadas con el ruido (Sección 3.4.6), el polvo (Sección 3.3.7) y el tráfico (Sección 3.2.6).</p> <p>La operación también podría resultar en impactos comerciales positivos relacionados con el desarrollo orientado al transporte público (TOD, por sus siglas en inglés) en aquellas áreas donde se fomenta el crecimiento y las densidades más altas (como en el centro de Bakersfield). Las estaciones del HSR podrían actuar como un catalizador para el TOD. Las Secciones 3.12.4 y 3.13.4 del Borrador del EIR/EIS Suplementario brindan información adicional sobre los beneficios para los negocios.</p> <p>Comunidades</p> <p>El proyecto seguiría una ruta predominantemente a lo largo de o en las zonas adyacentes a las principales instalaciones de transporte existentes dentro de las áreas urbanas y se mantendría el acceso; por lo tanto, se minimizaría la necesidad de dividir los vecindarios existentes. Como se describe en la Sección 3.12.4 del Borrador del EIR/EIS Suplementario, muchas comunidades en el área de estudio se desarrollaron alrededor del servicio ferroviario, lo que posiblemente era el atractivo para el desarrollo originalmente, pero esto ha seguido siendo una característica divisoria dentro de las comunidades. Debido a que el Sistema del HSR sería a desnivel, proporcionaría caminos de conexión seguros y de flujo libre en las vías ferroviarias. Existe la posibilidad de deterioro físico, principalmente de las vías elevadas en las áreas urbanas.</p> <p>La Autoridad está trabajando en colaboración para minimizar y evitar los efectos que ocasionan el deterioro físico. Consulte las Secciones 3.12.4 y 3.12.6 del Borrador del EIR/EIS Suplementario para obtener información completa sobre los impactos de la comunidad y los detalles de mitigación adicionales, respectivamente. El Proyecto del HSR requeriría la adquisición de propiedades a</p>

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	<p>lo largo de las líneas divisorias de algunos vecindarios, pero estas adquisiciones no afectarían la cohesión general de los vecindarios. Después de la mitigación, se espera que los impactos en estos vecindarios sean mínimos.</p> <p>Alrededor de la estación del HSR, los usos del terreno existentes son predominantemente comerciales e industriales; sin embargo, hay usos residenciales en las proximidades que podrían verse afectados por las actividades de la estación. Los límites de estacionamiento en vecindarios o distritos comerciales adyacentes a la estación serían responsabilidad de la Ciudad de Bakersfield. Se espera que el estacionamiento se desarrolle en fases, a medida que aumente la demanda y en respuesta al desarrollo alrededor de la estación, como TOD.</p> <p>Para obtener información sobre la estrategia e implementación de estacionamiento de la Ciudad de Bakersfield, consulte el Apéndice I: Implementación y Apéndice V: Informe de Estacionamiento del Plan del Área de la Estación del Tren de Alta Velocidad para el Centro de Bakersfield (mayo de 2018). La Sección 2.4.4 del Borrador del EIR/EIS Suplementario y FB-LGA-Respuesta-TR-1 explica cómo la Autoridad tomaría un enfoque flexible para proporcionar el estacionamiento necesario en las estaciones. Consulte las Secciones 3.2 Transporte, 3.3 Calidad del Aire y Cambio Climático Global, 3.4 Ruido y Vibración, y 3.11 Seguridad y Protección del Borrador del EIR/EIS Suplementario para obtener información adicional sobre los posibles impactos en el área de la estación y las medidas de mitigación para reducir o evitar los impactos.</p> <p>La evaluación de los impactos en los vecindarios y las comunidades dentro del área de estudio se incluye en la Sección 3.12 del Borrador del EIR/EIS Suplementario y en el Informe de Evaluación de Impactos a la Comunidad de la Alternativa Generada Localmente de la Sección del Proyecto de Fresno a Bakersfield (Autoridad y FRA, 2017), FB-LGA-Respuesta-GENERAL -03 y FB-LGA-Respuesta-GENERAL-19. Esta evaluación consideró los siguientes temas importantes en los vecindarios y las comunidades: cambios en la calidad del vecindario; barreras a la interacción social en el análisis de posibles impactos del proyecto del HSR en los vecindarios, cohesión comunitaria e instalaciones comunitarias; impactos en las instalaciones de la comunidad; e impactos en servicios públicos, seguridad y protección. Además, la Evaluación de Impacto en la Comunidad proporciona un análisis demográfico con características completas de raza, etnia, ingresos y vivienda para los factores socioeconómicos, las comunidades y la justicia ambiental.</p> <p>Crecimiento</p> <p>Se prevé un crecimiento demográfico en el Valle Central incluso sin el Sistema del HSR. El análisis de inducción de crecimiento en la Sección 3.18 del Borrador del EIR/EIS Suplementario muestra que en el Condado de Kern se espera que el HSR inducirá entre un 2-3 por ciento más de población total y creará un 3 por ciento más de empleos totales para 2035 que lo que ocurriría bajo la Alternativa sin Proyecto (consulte la Tabla 3.18-9 en el Borrador del EIR/EIS Suplementario). El HSR ayudaría a proporcionar oportunidades de empleo en un área de alto desempleo y alentaría un crecimiento más compacto alrededor de las estaciones propuestas a intensidades mayores que las que existen actualmente.</p> <p>El uso del terreno depende en gran medida de las instalaciones de transporte, ya que la mejora del acceso resulta en un mayor atractivo para los usos comerciales del terreno. El sistema del HSR no es como una autopista con múltiples rampas de entrada y salida; el acceso estaría limitado a las estaciones. Entonces, a pesar de pasar por áreas rurales, el HSR no proporcionaría acceso directo a esas áreas. El proyecto proporcionaría oportunidades para alentar un desarrollo más compacto alrededor de las estaciones urbanas y redirigir el crecimiento del desarrollo a las ciudades centrales, junto con los esfuerzos regionales de la SB 375 y los planes futuros para la Ciudad de Bakersfield, y reduciría la presión para la futura conversión de las tierras de cultivo mediante el fomento de nuevas inversiones en áreas urbanizadas, en lugar de en las áreas periféricas.</p>

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	Para obtener más información sobre el crecimiento relacionado con el sistema del HSR, consulte la Sección 3.18, Crecimiento Regional del Borrador del EIR/EIS Suplementario.
GENERALIDADES	FB-LGA-Respuesta-GENERALIDADES-10: Comentarios con opinión solamente
Algunos comentarios expresaron la opinión de una persona sobre el Proyecto, pero no necesariamente apoyo u oposición para una alternativa.	Estos comentarios presentan opiniones sobre el Proyecto. CEQA requiere un EIR final para responder a los comentarios responsables recibidos sobre cuestiones ambientales (ver 14 C.C.R. §15088(a)). Los comentarios no abordan una cuestión ambiental pero fueron incluidos en el registro administrativo del Proyecto.
GENERALIDADES	FB-LGA-Respuesta-GENERALIDADES-11: HMF- Refinería de petróleo
La Autoridad recibió muchos comentarios sugiriendo que la Instalación de Mantenimiento Pesado de Shafter y la refinería de petróleo se incluyeron en el impacto ambiental del Proyecto de Mayo de 2014.	<p>La Autoridad recibió varios comentarios que indicaban que el análisis del Proyecto de Mayo de 2014 estaba exagerando los impactos ambientales debido a la inclusión de la Instalación de Mantenimiento Pesado de Shafter (HMF, por sus siglas en inglés). Esto no es correcto, ya que la HMF de Shafter no está incluida en la determinación del impacto ambiental del Proyecto de Mayo de 2014 ni en el análisis de los impactos ambientales.</p> <p>En la reunión de la Junta de la Autoridad Ferroviaria de Alta Velocidad del 10 de mayo de 2016, el Sr. Adam Cohen identificó correctamente un error en la superficie total de tierras agrícolas importantes dentro de la zona de impacto ambiental del Proyecto de Mayo 2014; posteriormente, el impacto ambiental del Proyecto de Mayo de 2014 se revisó para excluir a la HMF, que fue considerada originalmente en el EIR/EIS Final de la Sección de Fresno a Bakersfield.</p> <p>Los impactos ambientales del proyecto comparados en el Borrador del EIR/EIS suplementario incluyen el derecho de vía propuesto del HSR y las instalaciones asociadas, tales como las estaciones de suministro de energía de tracción, las instalaciones de mantenimiento de las estructuras (MOIF), y las estaciones de conmutación y conexiones en paralelo, así como los cambios en el derecho de vía de la carretera asociados con esas instalaciones (incluyendo los cruces elevados y los cruces de carreteras) que se modificarían o cambiarían para las operaciones del proyecto del HSR. La F-B LGA no incluye una HMF propuesta; por lo tanto, se eliminó la HMF de la determinación del impacto ecológico del Proyecto de Mayo de 2014 para permitir una comparación más precisa de las alternativas (es decir, como una comparación de manzanas con manzanas). La imagen presentada a continuación muestra una comparación del impacto ambiental del Proyecto de Mayo de 2014 con la HMF incluida en la determinación de impacto y sin ella. La imagen a la derecha (sin la HMF) es consistente con la determinación del impacto ambiental del Proyecto de Mayo de 2014 analizada en el Borrador del EIR/EIS Suplementario.</p>

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	 <p>Las parcelas asociadas con la refinería de petróleo se incluyen como parte del área de estudio debido a las designaciones temporales del área de construcción que incluyen áreas de estacionamiento y colocación. Con respecto a las parcelas completas adicionales incluidas en el área de estudio para el Proyecto de Mayo de 2014, estas fueron designadas como posibles áreas de puesta en escena/colocación y servidumbres temporales de construcción o componentes de diseño grandes que no fueron completamente diseñados en el momento de la publicación del EIR/EIS Final de la Sección del Proyecto de Fresno a Bakersfield.</p>
<p>TRANSPORTE</p> <p>Algunos comentaristas tenían preocupaciones con respecto a las áreas de estacionamiento dentro y fuera de las estaciones propuestas, el impacto ambiental ocasionado por las estaciones</p>	<p>FB-LGA-Respuesta-TR-1: Estacionamiento en la estación</p> <p>El estacionamiento para cada una de las alternativas de estación se analiza en la Sección 2.5 del EIR/EIS Final de la Sección de Fresno a Bakersfield, con más detalles sobre la posible demanda de estacionamiento en la Sección 2.4.4 del EIR/EIS Final y el Borrador del EIR/EIS Suplementario. En el Borrador del EIR/EIS Suplementario, el pronóstico del alto número de pasajeros en el sistema para 2035 se utilizó para reflejar la máxima demanda posible de espacios de estacionamiento en las estaciones, y para permitir un análisis de dónde y cómo podría acomodarse la demanda de estacionamiento cerca de la estación del HSR. La</p>

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y los efectos en el flujo de tráfico local.	<p>disponibilidad de espacios de estacionamiento en sí no es un impacto ambiental directo, pero los impactos físicos secundarios de los estacionamientos, como el tráfico, el ruido y la calidad del aire sí lo son (CNRA 2009). Con base en el Código de Recursos Públicos, sección 21099 (b)(3), la adecuación del estacionamiento para un proyecto no respaldará un hallazgo significativo de acuerdo con esta sección.</p> <p>El análisis del Borrador del EIR/EIS Suplementario de los pronósticos de estacionamiento proporciona flexibilidad a lo largo del tiempo para reducir la cantidad de espacios de estacionamiento en las estaciones en función de las proyecciones de demanda más precisas y el TOD alrededor de las zonas de las estaciones. Se prevé que el desarrollo del uso del terreno alrededor de las estaciones del HSR ocurra a lo largo del tiempo. La cantidad de desarrollo cercano, así como la disponibilidad futura de conexiones de tránsito locales, que tienden a disminuir la demanda de estacionamiento, influirían en la futura demanda de estacionamiento. Si bien el HSR sería un catalizador para tal desarrollo, el ritmo real sería dictado por decisiones del uso del terreno basadas en las condiciones del mercado por parte de la Ciudad de Bakersfield. La demanda de instalaciones de estacionamiento también dependerá del aumento de la cantidad de pasajeros del HSR con el tiempo; esencialmente y dentro de los parámetros del análisis ambiental, las decisiones relativas a la construcción de estacionamientos se tomarían según sea necesario, teniendo en cuenta la disponibilidad existente de espacios de estacionamiento.</p> <p>Por lo tanto, la Autoridad conservaría la flexibilidad para tomar decisiones sobre el tipo de instalaciones de estacionamiento que se construirían inicialmente, y cómo podrían añadirse o modificarse más espacios de estacionamiento en función del aumento del número de pasajeros del Sistema del HSR con el tiempo y cómo se desarrolla el área de la estación a lo largo del tiempo. Por ejemplo, es posible que algunas instalaciones de estacionamiento se construyan en la apertura del proyecto (que se estima que ocurrirá antes del 2029, de acuerdo con el Plan Comercial de 2018 de la Autoridad), solo para ser reemplazadas en su totalidad o en parte, o ampliadas posteriormente con el desarrollo de otras instalaciones de estacionamiento (véase la Sección 2.5.3 del EIR/EIS Final de la Sección del Proyecto de Fresno a Bakersfield). En la medida en que estas nuevas instalaciones no estén cubiertas por la revisión ambiental actual, es posible que sea necesario llevar a cabo una revisión ambiental adicional en el futuro antes de los cambios en el suministro de estacionamiento. Sin embargo, como se discutió en la Sección 3.2.4 y la Sección 3.2.5 del Borrador del EIR/EIS Suplementario, el proyecto ha revisado y divulgado los impactos de un plan que acomodaría la máxima demanda de estacionamiento posible. La administración de estacionamiento en la calle de los vecindarios o distritos comerciales adyacentes a la estación sería responsabilidad de la Ciudad de Bakersfield.</p> <p>El área de estudio para cada estación se estableció al considerar la posibilidad de impactos en los segmentos de las carreteras y en las intersecciones del nuevo tráfico relacionado con las estaciones ferroviarias (por ejemplo, el tráfico generado por esa estación). El análisis del tráfico consideró los aumentos del tráfico en las calles cercanas que se esperarían como resultado de la cantidad de pasajeros proyectados en cada estación (consulte la Sección 3.2.4 y la Sección 3.2.5 del Borrador del EIR/EIS Suplementario). Este análisis incluyó consideraciones sobre la demanda de estacionamiento en las estaciones y su impacto en las instalaciones de estacionamiento existentes, las operaciones comerciales y las áreas residenciales cercanas (consulte la Sección 3.2.4 y la Sección 3.2.5 del Borrador del EIR/EIS Suplementario).</p>
RUIDO Y VIBRACIÓN	FB-LGA-Respuesta-N&V-01: Escuelas
Los comentaristas expresaron inquietudes relacionadas con escuelas específicas, y algunos comentarios	El Manual de Evaluación del Impacto de Ruido y Vibración del Transporte Ferroviario de Alta Velocidad de la FRA (2012) se utilizó para evaluar los posibles impactos del ruido en las escuelas con el Proyecto del HSR propuesto. Las escuelas, bibliotecas, iglesias y otros usos institucionales del terreno donde es importante evitar la interferencia con actividades tales como la oratoria, la meditación

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<p>solicitan que las escuelas se identifiquen por su nombre en el documento. Algunos comentaristas también expresaron su preocupación de que a las escuelas no se les da especial consideración con los criterios de la FTA y no se abordan los posibles efectos para la salud de los niños.</p>	<p>y la concentración en material de lectura sin uso nocturno, se clasifican en la Categoría 3 de uso del terreno para los criterios de impacto del ruido y vibración en el Manual de Evaluación del Impacto de Ruido y Vibración del Transporte Ferroviario de Alta Velocidad de la FRA (2012). Los criterios de impacto del ruido se muestran en la Figura 3-1 y la Tabla 3-1, mientras que los criterios de vibración se muestran en la Tabla 7-1 del Manual de Evaluación del Impacto de Ruido y Vibración del Transporte Ferroviario de Alta Velocidad de la FRA (2012).</p> <p>Es importante tomar en cuenta que los criterios de impacto de ruido y vibración de la FRA y la FTA se basan en la molestia humana. Los criterios no están relacionados con los efectos en la salud, ni existen criterios separados para los niños. Esto se debe a que los descriptores de ruido en el manual de la FRA se basan principalmente en estudios de la EPA que analizaron los efectos del ruido en la salud pública en los años setenta. El debate sobre las áreas sensibles al ruido presentado en la Sección 5.2, Ambiente de Ruido Existente, del Informe Técnico de Ruido y Vibraciones para la FB-LGA (Autoridad y FRA, 2017) tiene como objetivo resumir el uso del terreno en el área cercana a la alineación propuesta de F-B LGA. No todos los receptores sensibles analizados se incluyen en estos resúmenes; sin embargo, cada receptor sensible dentro de aproximadamente 2,500 pies de distancia de la vía férrea central se incluyó en la evaluación de ruido, y cada receptor sensible dentro de aproximadamente 275 pies de distancia de la vía férrea central se incluyó en la evaluación de vibración.</p> <p>La evaluación de impactos en el EIR/EIS Suplementario identifica las posibles ubicaciones con impactos a receptores sensibles (como una escuela). La Tabla 3.4-20 resume los receptores sensibles afectados, y la Tabla 3.4-21 contiene una lista completa de 22 escuelas dentro de un radio de 2,500 pies de la línea central de la vía junto con su nivel de impacto acústico. Las Figuras 3.4-4 y 3.4-5 del Borrador del EIR/EIS Suplementario muestran la ubicación de los receptores sensibles afectados. Sin embargo, si no se proyecta un impacto, el receptor no se discute en la evaluación. En otras palabras, de acuerdo con la metodología de evaluación de impacto de ruido de la FRA, si una escuela (un ejemplo de receptor sensible) está fuera del radio del tren en el que no se excede el nivel de ruido, entonces no hay una proyección de ruido precisa para esa ubicación. Para obtener más información sobre los posibles impactos en las escuelas y los efectos en la salud de los niños, consulte el Apéndice Técnico 3.12-C Efectos en la Salud y Seguridad Infantil del Borrador del EIR/EIS Suplementario.</p>
RUIDO Y VIBRACIÓN	FB-LGA-Respuesta-N&V-02: Preocupaciones Metodológicas de Evaluación General - Uso de Metodología/Criterios de la FRA
<p>Los comentaristas expresaron su preocupación con respecto a cómo se completaron las evaluaciones de ruido y vibración en general. Algunas inquietudes se relacionan con los criterios utilizados y cómo se presentan los niveles de ruido. Algunos comentaristas también solicitaron más mediciones de ruido.</p>	<p>El Manual de Orientación de la FRA (Manual de Evaluación del Impacto de Ruido y Vibración del Transporte Ferroviario de Alta Velocidad de la FRA, 2012) fue la metodología utilizada para analizar el ruido del HSR para la elaboración del Borrador de EIR/EIS Suplementario. Para la evaluación del ruido que no proviene del HSR, como el ruido de las estaciones, las instalaciones de mantenimiento y la construcción, se utilizó la metodología de la FTA (Manual de Orientación sobre la Evaluación del Impacto del Ruido y la Vibración del Tránsito, 2006). Para analizar los posibles impactos del ruido durante las operaciones, el procedimiento de evaluación del impacto acústico siguió la metodología de la FRA.</p> <p>Los criterios de impacto del ruido de la FRA se utilizaron para evaluar los posibles impactos del ruido en los usos sensibles del terreno. El criterio es una escala móvil que determina los impactos del ruido en función de los niveles de ruido existentes y los niveles de ruido del proyecto para las condiciones existentes. Para las condiciones futuras, se utilizan los niveles de ruido futuros y los niveles de ruido del proyecto. La escala móvil muestra que las comunidades con mayores niveles de ruido existentes (es decir, las áreas suburbanas y urbanas) tendrían un menor potencial de impacto debido a que los niveles de ruido más altos aportados por el proyecto tendrían un menor potencial para aumentar los niveles de ruido existentes. La justificación es que las personas que viven en</p>

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	<p>comunidades que ya están expuestas a altos niveles de ruido tolerarían un aumento menor del ruido. Por otro lado, la escala móvil muestra que las comunidades con menores niveles de ruido existentes (es decir, áreas rurales) tendrían un mayor potencial de impacto debido a que los menores niveles de ruido aportados por el proyecto tendrían un mayor potencial para aumentar los niveles de ruido existentes. La justificación es que las personas que viven en comunidades que ya están expuestas a niveles bajos de ruido tolerarían un aumento mayor del ruido.</p> <p>Los criterios de impacto del ruido se basan en la posible molestia de las personas hacia el ruido del proyecto, y no se basan en la audibilidad posible de una fuente de ruido. Los criterios de impacto acústico se definen de tal manera que cuando no se prevé un impacto, el proyecto resultaría en un aumento insignificante en el número de personas que se molestarían por el ruido.</p> <p>Para un nuevo corredor del proyecto en un entorno suburbano/rural tranquilo, el manual de orientación de la FRA especifica una distancia de detección de 1,300 pies. Los receptores sensibles al ruido ubicados dentro de la distancia de detección tendrían el potencial para impactos de ruido mientras que los receptores sensibles al ruido ubicados más allá de la distancia de detección no tendrían el potencial de impactos de ruido. La distancia de detección no pretende representar las distancias dentro de las cuales se escucharía el HSR, sino que es un paso intermedio en el procedimiento de análisis. Este análisis permite realizar una revisión en todo el corredor para identificar las posibles ubicaciones donde podrían ocurrir impactos de ruido (permitiendo así un análisis más detallado de esas ubicaciones potenciales para determinar si realmente ocurrirían los impactos) e identificar ubicaciones donde no ocurrirían impactos. Esta distancia de detección se basa en los supuestos asociados con los proyectos típicos, como el número de operaciones ferroviarias, las velocidades y las condiciones de ruido existentes. Con base en los factores específicos del Proyecto del HSR, se evaluó el posible impacto para todos los receptores sensibles al ruido dentro de aproximadamente una distancia de 2,500 pies, que es mayor que la distancia de detección estándar de 1,300 pies. El posible impacto del ruido se extiende más allá de la distancia de detección típica porque el número de operaciones ferroviarias diarias sería mayor que las 50 operaciones ferroviarias diarias asumidas.</p> <p>Las categorías de impacto acústico se definen de acuerdo con las directrices de la FTA y la FRA.</p> <p>Se produce un impacto de ruido severo cuando hay un cambio en el nivel de ruido (nivel existente sin niveles del proyecto versus nivel existente con los niveles de ruido del proyecto) que sería notable para la mayoría de la gente y probablemente generaría reacciones fuertes y adversas. Se produce un impacto de ruido moderado cuando hay un cambio en el nivel de ruido que sería perceptible para la mayoría de las personas, pero que puede no ser suficiente para generar reacciones fuertes y adversas. El L_{max} es el nivel de ruido máximo para un evento en particular. La metodología de evaluación del impacto de ruido de la FRA no se basa en L_{max}, sino en descriptores de ruido acumulados, que toman en cuenta el nivel de ruido de cada evento, cuánto dura cada evento y, para las categorías de uso del terreno, donde las personas duermen (incluyendo las residencias), y el número diario de eventos (incluso eventos nocturnos).</p> <p>Los niveles de referencia a una distancia y velocidad ferroviaria específicas se ajustan sobre (1) las distancias reales para cada receptor a lo largo del corredor y (2) las velocidades reales del tren en esa ubicación (tanto de trenes de paso como de trenes que pueden detenerse en estaciones adicionales). Por ejemplo, debido a que los HSR son eléctricos en lugar de utilizar motores de diésel (que son más ruidosos), un HSR tiene que alcanzar una velocidad de 150 millas por hora antes de ser tan ruidoso como un tren suburbano a una velocidad de 79 millas por hora. La duración del sonido también es diferente; un HSR que se mueve a 220 millas por hora solo se escuchará durante unos 4 segundos, mientras que un tren de carga típico que viaja a 30 millas por hora se puede escuchar durante 60 segundos. Los usos del terreno sensibles al ruido se identificaron dentro de la distancia de detección para evaluar los posibles impactos del ruido. Los terrenos sensibles al ruido y a las vibraciones se clasifican de acuerdo con las</p>

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	<p>pautas de la FTA, tal como se describe en la Sección 3.4.2.3, Orientación para la Evaluación de Impactos del Borrador del EIR/EIS Suplementario. Las áreas sensibles al ruido se identificaron con base en la información actual disponible, incluidos los datos de GIS, el mapeo aéreo y los estudios de campo. La posibilidad de impactos de ruido se evaluó en todos los lugares sensibles a lo largo del corredor del proyecto. De acuerdo con la guía de la FTA, los parques solo se consideran sensibles al ruido si se utilizan de una manera que es sensible al ruido, como para actividades como la lectura, la conversación, la meditación, etc.; la recreación activa, como los caminos peatonales y los senderos para bicicletas no se consideran sensibles al ruido.</p> <p>El ruido se evaluó utilizando modelos para determinar los posibles impactos del ruido a partir de los niveles de ruido existentes y los niveles de ruido del proyecto. Se determinaron los niveles de ruido existentes en todo el corredor al tomar mediciones directas de ruido en ciertos receptores sensibles al ruido siguiendo la metodología de la FRA. Las mediciones de ruido se tomaron en lugares específicos sensibles al ruido cerca de la alineación en el área de estudio que se consideraron como representativas de las condiciones en toda el área de estudio (véase las Imágenes 3.4-2 a 3.4-3 en el Borrador del EIR/EIS Suplementario). Se seleccionaron ubicaciones específicas para las mediciones en función de su categoría de uso del terreno y la ubicación física a lo largo de la alineación F-B LGA propuesta dentro del área de estudio de ruido. Los niveles de ruido medidos en estos lugares son representativos de ciertas condiciones de ruido existentes y se aplican a varios vecindarios con fuentes de ruido similares. Las fuentes de ruido dominantes existentes en el área de estudio se determinaron primero mediante observaciones de campo y luego se confirmaron por los resultados de los datos de medición, que indicaron qué eventos de ruido fueron los que más contribuyeron a los niveles de ruido medidos existentes. La Sección 3.4.3, Ambiente afectado, en el Borrador del EIR/EIS Suplementario proporciona los detalles sobre los lugares de medición de ruido.</p> <p>Los niveles de ruido del proyecto se determinaron tomando en cuenta todas las fuentes de ruido durante el paso de un tren para producir un nivel de ruido de referencia para el paso de un tren para el modelo de ruido. Los métodos de la FRA y la FTA toman este único nivel de ruido de referencia junto con el número de trenes por hora durante el día y la noche, para calcular el nivel de ruido durante las horas pico o el nivel de ruido Ldn (nivel diurno y nocturno). El nivel de ruido durante las horas pico se utiliza para identificar niveles de ruido en lugares que se utilizan principalmente para actividades diurnas, como escuelas y parques. El nivel de ruido durante las horas pico se utiliza para identificar niveles de ruido en lugares que se utilizan principalmente para actividades diurnas, como escuelas y parques. El Ldn agrega una penalización de 10 dBA a las horas entre las 10 p.m. y las 7 a.m. para tomar en cuenta a las personas que son más sensibles al ruido durante estas horas.</p> <p>Las pautas de la FTA y la FRA se utilizaron para evaluar el posible impacto del ruido de la construcción del Proyecto del HSR, ya que el proyecto está financiado por el gobierno federal. La FTA y la FRA proporcionan una guía uniforme sobre los proyectos ferroviarios y de transporte público. Aunque la construcción del Proyecto del HSR no está sujeta a ordenanzas de ruido locales y municipales, la Autoridad y su contratista de diseño/construcción considerarán las sensibilidades locales al ruido de acuerdo con las ordenanzas locales, y utilizarán mejores prácticas de gestión (BMP, por sus siglas en inglés) para minimizar el exceso de ruido durante la construcción. Además, las ordenanzas locales fueron reconocidas y presentadas en las Secciones 3.1.3 y 3.1.4 del Informe Técnico de Ruido y Vibraciones (Autoridad y FRA 2017). El análisis del impacto del ruido en la construcción se basó en la evaluación del ruido que se espera que generen los equipos de construcción y los métodos de construcción típicos.</p> <p>Los efectos de sobresalto se basan en una combinación de la velocidad del tren y la distancia de las vías. La distancia proyectada de 45 pies dentro de la cual pueden producirse sobresaltos se basa en la velocidad máxima del tren de 220 millas por hora, que no se logrará en todas las ubicaciones. De acuerdo con la política de la FRA y la FTA, para las ubicaciones sensibles al ruido identificadas dentro de la distancia donde puede ocurrir una sorpresa, los niveles de sonido ajustados a la frecuencia de inicio se utilizan para</p>

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	<p>identificar el impacto. La alineación F-B LGA estaría ubicada en el viaducto que está a más de 50 pies sobre el suelo. Por lo tanto, las personas y los animales estarían ubicados a más de 45 pies de distancia de las vías del HSR y no experimentarían efectos de sobresalto por las tasas de inicio causados por el proyecto propuesto del HSR. Las estaciones del HSR no se consideran sensibles al ruido, por lo que la molestia adicional de las velocidades de inicio rápido en las estaciones no se considera un impacto; sin embargo, la posibilidad de sobresalto para los usuarios que esperan en las plataformas de las estaciones se minimizaría con el uso de sistemas de notificaciones audibles y/o visuales.</p>
RUIDO Y VIBRACIÓN	FB-LGA-Respuesta-N&V-03: Determinación de la mitigación
<p>Los comentaristas expresaron su preocupación con respecto a las opciones de mitigación, cómo se determinó la mitigación y cómo se implementará.</p>	<p>A velocidades similares, los trenes de alta velocidad generan mucho menos ruido que los trenes suburbanos y de carga existentes. Esto se debe principalmente al uso de energía eléctrica en lugar de motores de diésel, una interfaz de seguimiento de mayor calidad y trenes más pequeños, ligeros y aerodinámicos. El uso de unidades de energía eléctrica no tendría el ruido del motor asociado con las locomotoras de diésel. Mientras que la interfaz de ruedas/vías es una fuente importante de ruido de los trenes, los rieles y las vías del HSR están diseñados y mantenidos con tolerancias y estándares geométricos muy avanzados que minimizarían en gran medida el ruido proveniente de las vías que prevalece en las vías existentes de los trenes de cercanías/mercancías en toda el área de estudio. Otra razón por la que los impactos de ruido del HSR son menores que los de los trenes suburbanos es que las altas velocidades producirían ruidos de corta duración en comparación con los trenes convencionales (unos segundos a las velocidades más altas en comparación con 10 a 20 segundos para los trenes de pasajeros convencionales y más de 1 minuto para los trenes de mercancías). El sistema del HSR estaría completamente separado de todas las carreteras. En las áreas urbanas donde el potencial para el impacto del ruido suele tener un nivel más alto, el Sistema del HSR está predominantemente en los corredores ferroviarios existentes o adyacentes, y la F-B LGA incluye la separación a desnivel de las vías existentes. Las separaciones a desnivel completadas con el sistema del HSR en los corredores como estos eliminarían el sonido actual de las bocinas y las campanas en los cruces existentes y darían como resultado un beneficio de ruido que compensaría gran parte de los impactos de ruido ocasionados por la operación del HSR.</p> <p>El posible impacto del ruido se ha evaluado en receptores sensibles y estas áreas se identifican en la Sección 3.4.5, Consecuencias Ambientales, del Borrador del EIR/EIS Suplementario y se muestran en las Figuras 3.4-4 y 3.4-5. Las ubicaciones de posibles barreras se ilustran en las Figuras 3.4-7 y 3.4-8. Consulte la Sección 3.4.6 del Borrador del EIR/EIS Suplementario para obtener una lista completa de las medidas de mitigación del impacto del ruido que reducirían los impactos del ruido a menos de lo que se consideraría como un nivel "severo". Las Reglas Generales de Mitigación de Ruido y Vibraciones del Proyecto Ferroviario de Alta Velocidad de California que la Autoridad aprobó en 2014 como parte de su decisión del proyecto de Fresno a Bakersfield han sido actualizadas (véase el Apéndice 3.4-C del Borrador del EIR/EIS Suplementario), y se utilizaron para determinar si se deberían proponer medidas de mitigación para estas zonas de posible impacto. Las Reglas Generales requieren la consideración de todas las medidas de mitigación que sean razonables, físicamente viables, prácticas y rentables para reducir los impactos de ruido severos (impactos donde un porcentaje significativo de personas estaría muy molesto por el ruido proveniente de la operación del Proyecto del HSR).</p> <p>Si la Autoridad certifica el EIR Suplementario Final y aprueba la alineación F-B LGA, procederá a la construcción de la alineación e implementará todas las medidas de mitigación de ruido y vibración de la construcción a medida que se vayan construyendo. Las medidas de mitigación para el ruido y las vibraciones que se ocupan de los impactos de las operaciones ferroviarias de alta velocidad se adoptarán y se comprometerán junto con la aprobación del proyecto, pero se implementarán más cerca de la fecha de inicio del</p>

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	<p>proyecto y en consulta con las comunidades afectadas de la zona. La Autoridad refinará la mitigación para los hogares individuales con impactos residuales graves de ruido (es decir, impactos severos que permanecen a pesar de las barreras de ruido) y los abordará de manera individual. Además del posible uso de barreras acústicas, otras formas de mitigación del ruido pueden incluir mejoras a los hogares para reducir los niveles en al menos 5 dBA, como agregar ventanas con tratamiento acústico, aislamiento adicional y ventilación mecánica como se describe en la Sección 3.4.6, Medidas de Mitigación del Borrador del EIR/EIS Suplementario. El Borrador del EIR/EIS Suplementario propone la instalación de barreras acústicas en las zonas de impactos de ruido severos resultantes del proyecto, donde las barreras cumplen con los criterios de rentabilidad que se describen en las Reglas Generales de Mitigación de Ruido y Vibraciones. Para cumplir con los criterios de costo-efectividad, las barreras deben mitigar el ruido de más de 10 receptores sensibles, tener una longitud no inferior a 800 pies, tener menos de 14 pies de altura y un costo inferior a \$55,000 por cada receptor beneficiado. Un receptor que recibe una reducción de ruido de al menos 5 decibelios debido a la barrera acústica se considera un receptor beneficiado. La Medida de Mitigación N&V-MM#3 establece que se pueden instalar barreras acústicas para reducir el ruido a niveles aceptables en las propiedades adyacentes a la zona del HSR. Estos pueden incluir muros, bermas o una combinación de muros y bermas. La Medida de Mitigación N&V-MM#3 establece que antes del inicio de las operaciones, la Autoridad trabajará con las comunidades respecto a la altura y el diseño de las barreras acústicas utilizando criterios de desempeño desarrollados conjuntamente, cuando la ubicación vertical y horizontal se haya finalizado como parte del diseño final de la infraestructura del proyecto. La medida de mitigación AVR-MM # 2g requiere la provisión de una gama de opciones para reducir el impacto visual de las barreras acústicas.</p>
RECURSOS BIOLÓGICOS Y HUMEDALES	FB-LGA-Respuesta-BIO-01: Medidas de Mitigación (Recursos, Detalles y Fases, Responsabilidades y Planificación Futura)
<p>Los comentaristas expresaron su preocupación de que el complemento completo de medidas de mitigación puede ser insuficiente debido a que los permisos limitados para ingresar dieron como resultado áreas no exploradas</p>	<p>El EIR/EIS Final de la Sección de Fresno a Bakersfield identifica las características de diseño del proyecto y las medidas de mitigación que la Autoridad y la FRA han determinado que evitarán, minimizarán, reducirán y mitigarán los posibles impactos adversos resultantes de la construcción y operación del proyecto. Estas medidas de mitigación y las características de diseño del proyecto serán monitoreadas y se aplicarán a través del Plan de Control y Cumplimiento de Mitigación (MMEP, por sus siglas en inglés), un programa de monitoreo conjunto que cumple con los requisitos de las leyes CEQA y NEPA. Las medidas de mitigación incluidas en el MMEP y adoptadas con el Registro de Decisión de la NEPA contienen compromisos formales requeridos para la aprobación del proyecto. Por lo tanto, al diseñar, construir y operar el Proyecto, se requiere que la Autoridad se adhiera y proporcione el financiamiento apropiado para todas las medidas de mitigación incluidas en el MMEP.</p> <p>Además, las medidas de mitigación se incorporarán en los permisos reglamentarios emitidos para el Proyecto y serán ejecutadas por las agencias que emiten estos permisos, incluyendo a el Cuerpo de Ingenieros del Ejército de Estados Unidos (USACE, por sus siglas en inglés), el Consejo Estatal de Control de Recursos Hídricos (SWRCB, por sus siglas en inglés), el Departamento de Pesca y Vida Silvestre de California (CDFW, por sus siglas en inglés) y el Servicio de Pesca y Vida Silvestre de los Estados Unidos (USFWS, por sus siglas en inglés). Los permisos incluirán medidas de mitigación como condiciones del permiso, y la Autoridad será responsable de documentar el cumplimiento de las condiciones del permiso y presentar informes de monitoreo a las agencias.</p> <p>Además, la Autoridad ha preparado un Plan de Mitigación Compensatoria (CMP, por sus siglas en inglés) para la Sección de Fresno a Bakersfield y un CMP Suplementario para la LGA F-B que identifica las posibles propiedades que podrían ser preservadas, mejoradas o restauradas para compensar por los impactos en los recursos biológicos y los humedales. Después de la selección y adquisición del sitio, se preparará un Plan de Mitigación y Monitoreo Integral (CMMP, por sus siglas en inglés) específico del sitio,</p>

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	<p>que será aprobado por las agencias reguladoras e implementado por la Autoridad.</p> <p>MMEP</p> <p>La Autoridad y la FRA desarrollarán un MMEP para garantizar que las características de diseño del proyecto adoptadas y las medidas de mitigación se implementen con éxito y se sigan a lo largo de la implementación del proyecto.</p> <p>La Ley CEQA requiere que una agencia líder o pública apruebe o lleve a cabo un proyecto para el cual se ha certificado un EIR que identifica uno o más efectos ambientales adversos significativos, y para el que se han realizado hallazgos con respecto a cambios o alteraciones en el proyecto, para adoptar un "...informe o programa de monitoreo para los cambios en el proyecto que ha adoptado o que representan una condición para la aprobación del proyecto a fin de mitigar o evitar efectos significativos sobre el medio ambiente" (CEQA, Código de Recursos Públicos, secciones 21081, 21081.6).</p> <p>La Autoridad, como la agencia líder de la CEQA, utilizará el MMEP para monitorear y hacer cumplir la implementación de las medidas de mitigación y características de diseño del proyecto.</p> <p>El MMEP estará activo en todas las fases del proyecto, incluido el diseño, la construcción y la operación. El proyecto se desarrollará en fases y puede incluir los permisos necesarios para la implementación de los componentes del proyecto. Existen medidas de mitigación que deben implementarse continuamente durante el desarrollo y la operación del Proyecto del HSR. El MMEP identifica las medidas de mitigación requeridas por la Autoridad para mitigar o evitar impactos adversos significativos asociados con la implementación del proyecto propuesto, la entidad responsable del monitoreo, el momento de implementación, la fase a la que se aplica la medida, el momento de implementación y la verificación de finalización. El MMEP ayudará a garantizar que se implementen las medidas, se monitoree su efectividad y se proporcione documentación. A medida que se completen las medidas de mitigación individuales, el supervisor de cumplimiento firmará y fechará el MMEP, lo que indica que la medida de mitigación requerida se ha completado para el periodo en cuestión. El supervisor de cumplimiento también tomará nota de la documentación (título del informe de monitoreo) que se presentó para cada medida de mitigación. El esfuerzo de monitoreo puede ampliarse para incluir las condiciones del permiso asociadas con la Ley Federal del Agua Limpia, la Ley Porter Cologne, el Código Estatal de Pesca y Caza, las Leyes Federales y Estatales para las Especies en Peligro y cualquier requisito necesario para cumplir con la Sección 106 de la Ley de Preservación Histórica. Estos otros requisitos reglamentarios resultarán en la obtención de varios permisos que con frecuencia incluirán términos y condiciones más específicos que pueden tratarse como medidas de mitigación y seguirse a través de procedimientos similares al MMEP. En muchos casos, todos se combinan en un solo programa de seguimiento.</p> <p>Las medidas de mitigación se han diseñado para mitigar los impactos sobre los recursos biológicos y dependen, en algunos casos, de la preparación y ejecución de los planes luego de la certificación del documento. Sin embargo, las medidas de mitigación que contienen planes también identifican el contenido específico y el rendimiento que se incluirá en dicho plan. Con la implementación del MMEP, se logrará la evitación, minimización y mitigación de los recursos biológicos. Como ejemplo, BIO-MM # 17 incluye los tipos de actividades que deben abordarse (por ejemplo, el monitoreo, la recuperación, la reubicación y la propagación), cómo se aprobaría el plan y quién aprobaría el desplazamiento de especies (por ejemplo, el biólogo del proyecto y las agencias reguladoras apropiadas), así como las disposiciones que se proporcionarán en el plan para el establecimiento de poblaciones de plantas y criterios de rendimiento (éxito). Como se establece en la Medida de Mitigación BIO-MM#1, la Autoridad designará a un biólogo del proyecto, un biólogo del contratista y un monitor biológico del proyecto. Los biólogos designados apropiados serían responsables de la implementación y el cumplimiento de ciertas medidas (como se describe en cada medida).</p> <p>Las descripciones provistas en las Secciones 3.7.4 y 3.7.5 del Borrador del EIR/EIS Suplementario sirven para describir los impactos</p>

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	<p>y sus medidas de mitigación lo más plenamente posible para el lector. Juntas, las medidas de mitigación asignarían e identificarían los recursos biológicos sensibles, crearían amortiguadores alrededor de estos recursos, permitirían la reubicación pasiva y activa de especies, restaurarían las zonas que fueron alteradas de manera temporal (cuando sea posible), compensarían los impactos inevitables y monitorearían la construcción (por nombrar algunos aspectos). Otras medidas son de naturaleza general y fueron diseñadas específicamente para reducir el nivel impactos directos o indirectos anticipados en una cantidad de recursos.</p> <p>CMP</p> <p>El Plan Suplementario de Mitigación Compensatorio (CMP, por sus siglas en inglés) tiene un rol más enfocado y específico que el MMEP y es el comienzo de la estrategia de mitigación. Se está preparando un CMP como parte del proceso de permisos de la Sección 404 según los requisitos de USACE y EPA, y de acuerdo con el MOU entre la Autoridad, la FRA y estas agencias. El CMP proporcionará los métodos y una base para las opciones de mitigación que están disponibles para compensar la pérdida de recursos naturales sensibles dentro del F-B LGA. La mitigación compensatoria incluye la compra de créditos bancarios de mitigación; adquisición de honorarios de título; servidumbres de conservación; pagos de honorarios en sustitución; y proyectos de conservación para crear, restaurar o mejorar hábitats. Estos programas compensatorios de mitigación abordan los recursos, incluyendo las especies de estado especial, las plantas y la vida silvestre, las comunidades ribereñas/fluviales y los corredores de movimiento de vida silvestre.</p> <p>Los derechos de agua y la disponibilidad se incluyen como parte del análisis de viabilidad presentado en el CMP. Específicamente, el análisis de viabilidad incluye el diseño conceptual para los posibles sitios de mitigación de los humedales.</p> <p>Los métodos para reducir, evitar o compensar los posibles impactos discutidos en el CMP incluyen un enfoque centrado en las cuencas hidrográficas, los criterios de selección de sitios, el uso del CRAM para documentar los humedales, la mitigación por recursos, la gestión a largo plazo, el financiamiento y la supervisión. Además, el CMP proporciona un inventario de bancos y proyectos en el área que pueden proporcionar mitigación compensatoria para efectos de compensación. Si bien el CMP no es parte del Borrador del EIR/EIS Suplementario, incorporará y/o complementará muchas de las medidas de mitigación identificadas en la Sección 3.7.5.</p> <p>Como parte del proceso de la Sección 404, toda la mitigación compensatoria propuesta se preparará bajo la supervisión de la agencia federal. Solo los proyectos y programas de mitigación aprobados por el USACE y la EPA se utilizarán para cumplir con los requisitos de mitigación.</p> <p>El CMP presentará la propuesta de mitigación para disminuir los impactos en hábitats sensibles, plantas y vida silvestre como resultado de la construcción de la Alternativa Preferida, y proporcionará una propuesta que detalla los lugares donde se propone que se implementen las medidas de mitigación y la estrategia propuesta para implementarlas para cumplir con los requisitos y los estándares de las diversas agencias reguladoras ambientales con jurisdicción sobre el proyecto. El CMP, junto con un Informe de Evaluación de Cuencas Hidrográficas, también utilizará estrategias de adquisición de tierras que consideren los impactos a las cuencas hidrográficas al proponer medidas de mitigación, dando prioridad a las zonas que brindan conectividad de hábitat y a las que tienen posibilidad de restauración y creación de tierras altas y humedales.</p> <p>El CMP especificará la cantidad de acres/créditos utilizados para compensar los efectos del proyecto, por recurso, según lo especificado por los índices de mitigación descritos en el CMP. La estrategia general de mitigación considerará los requisitos estructurales de las agencias, el uso de un grupo multitudinario de especies para proporcionar mitigación para otras especies con requisitos de hábitat similares, y los compromisos de mitigación del EIR Suplementario Final.</p>

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	<p>CMMP</p> <p>Implementación de la medida de mitigación BIO-MM#62: Preparar e Implementar un Plan Integral de Mitigación y Monitoreo Integral (CMMP, por sus siglas en inglés) para un sitio específico que proporcionará los planes y detalles específicos para los sitios de mitigación que se seleccionan en cooperación con las agencias reguladoras, incluyendo a USACE, USFWS, SWRCB y CDFW. El CMMP identificará los criterios específicos de rendimiento y/o éxito, que dependerán en gran medida de los objetivos específicos del sitio de mitigación en cuestión. Consulte la Medida de Mitigación BIO-MM#62 en la Sección 3.7.5 del Borrador del EIR/EIS Suplementario para obtener más información.</p>
<p>PROTECCIÓN Y SEGURIDAD</p>	<p>FB-LGA-Respuesta-S&S-01: Mitigación de la exposición a la fiebre del Valle</p>
<p>Algunos comentaristas expresaron su preocupación de que los trabajadores de la construcción y los residentes del área pudieran ser expuestos a la fiebre del Valle.</p>	<p>Información básica sobre la fiebre del Valle</p> <p>La fiebre del Valle, también llamada coccidioidomicosis, es una infección causada por los hongos conocidos como Coccidioides. El hongo está presente en el suelo en el suroeste de los Estados Unidos y partes de México y América Central y del Sur, y es probable que esté presente en el suelo del Condado de Kern. Cuando las actividades de construcción perturban los suelos infectados, existe la posibilidad de que haya esporas de hongos dentro de las partículas de polvo que se transportan al aire durante tales actividades. El hongo puede entrar en los pulmones de una persona y causar síntomas de resfriado y gripe, y a veces erupciones cutáneas. Tales síntomas pueden ocurrir dentro de una a tres semanas después de la inhalación de hongos. Los síntomas persisten por un período de algunas semanas hasta algunos meses, y generalmente desaparecen sin necesidad de recibir un tratamiento médico. Los hongos que ocasionan la fiebre del Valle, los Coccidioides, no son contagiosos; lo que significa que no puede propagarse desde los pulmones entre personas o entre personas y animales. Con la excepción de los casos inmunodeprimidos y extremadamente raros, es muy probable que el sistema inmune humano proteja a alguien de contraer la Fiebre del Valle si la persona ya ha experimentado la enfermedad anteriormente.</p> <p>Fiebre del Valle en el Valle Central de California</p> <p>El grupo California Coccidioidomycosis Collaborative fue un grupo especiales para el caso de profesionales de la salud pública que llevaron a cabo un estudio de supervisión epidemiológica de la fiebre del Valle en 15 condados de California durante un periodo de cinco años durante 2007-2011.¹ Los 15 condados participantes incluyen todos los condados del Valle de San Joaquín, excepto Madera; todo el sur de California, excepto Orange e Imperial; y todos los condados costeros centrales. De estos 15 condados, el Condado de Kern reportó el mayor número de casos de fiebre del Valle en el estudio de cinco años: 7,759 casos.² El condado de Fresno tuvo el segundo mayor número de casos reportados durante el periodo de cinco años: 2,723. El condado de Kern también tuvo la tasa de incidencia promedio más alta para los cinco años (186/100,000 personas).³ Los hallazgos del estudio indican que "Debido al número relativamente elevado de casos observados en el Condado de Kern, las tasas de incidencia son más confiables. Las tasas observadas muestran una gran variación en el tiempo y en las diferentes áreas del condado. Las regiones del desierto y la montaña en el Condado de Kern tuvieron las tasas medias más bajas en el condado para el periodo de cinco años, 64/100,000 personas y 53/100,000 personas, respectivamente. El Valle Norte (Delano/Wasco) y el Valle Oeste (Taft) tuvieron las tasas medias más altas en el condado para el periodo de cinco años, 258/100,000 personas y 303/100,000 personas, respectivamente. En comparación, la tasa promedio en el Valle Central (Bakersfield) fue de 183/100,000 personas. Las tres ciudades con las tasas de incidencia promedio más altas fueron Wasco, Taft y Delano." La alineación F-B LGA viaja a través de las regiones de salud pública de las regiones del Valle Norte y el Valle Central del Condado de Kern. Comprensión de que la fiebre del Valle es endémica en el Condado de Kern y especialmente prevalente en áreas donde se ubicaría el F-B LGA. Se necesitan medidas de evitación y</p>

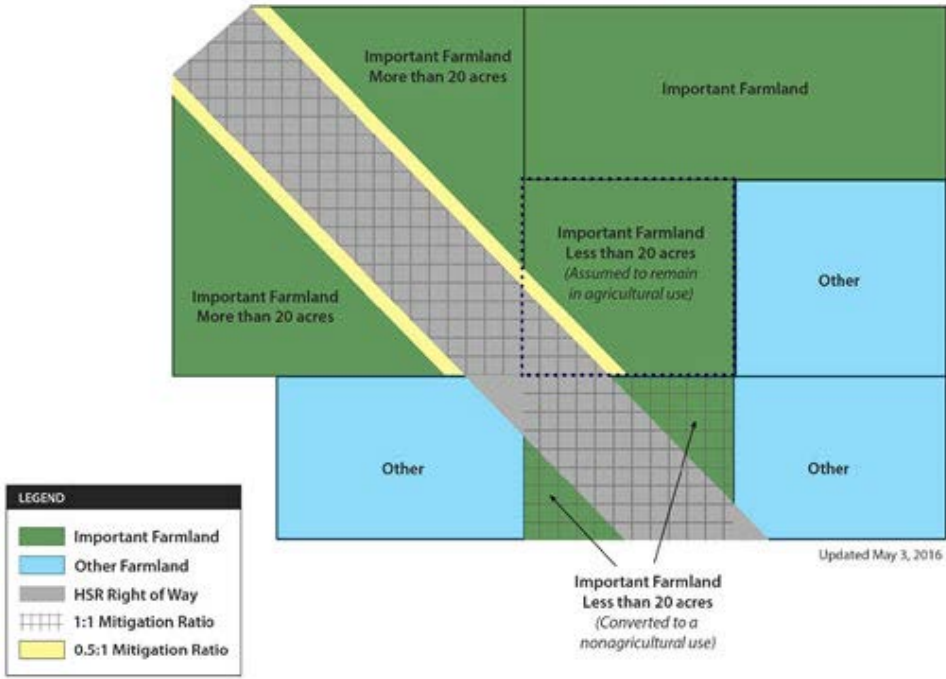
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	<p>minimización, así como medidas de mitigación para ayudar a proteger a los trabajadores de la construcción de la exposición a la fiebre del Valle.</p> <p>Medidas de evasión y minimización y medidas de mitigación</p> <p>La Autoridad revisó la posibilidad de ocurrencia de fiebre del Valle en el Valle de San Joaquín, específicamente en el área donde ocurriría la construcción del HSR. En respuesta a los comentarios sobre los trabajadores de la construcción y su riesgo de una mayor exposición a las esporas de coccidioidomicosis, la FRA y la Autoridad, en coordinación con la Agencia de Protección Ambiental de los Estados Unidos y el Departamento de Salud Pública de California, analizaron las medidas de prevención y minimización en el Plan de Control y Cumplimiento de las Medidas de Mitigación (junio de 2015) para incorporar las mejores prácticas adicionales para minimizar la exposición a las personas que están en riesgo debido a las actividades de construcción que alteran estas esporas de Coccidioides de origen natural (Sección 3.11.5 del Borrador del EIR/EIS Suplementario S&S-AMF #4b y S&S-AMF #4c):</p> <ul style="list-style-type: none"> • S&S-AMF#4b: Fiebre del Valle. Proporcionar una persona capacitada dedicada a supervisar la implementación de las medidas de prevención de la fiebre del Valle para fomentar una cultura de seguridad de los contratistas y subcontratistas de la construcción. • S&S-AMF#4c: Fiebre del Valle. Incorporación de medidas a los requisitos de los Planes de seguridad y salud en la construcción con respecto a las medidas preventivas para evitar la exposición a la fiebre del Valle. <p>Debido a que la fiebre del Valle se propaga a través de las emisiones de polvo suelto, las medidas que mitigan la producción y la exposición del polvo también contribuyen al esfuerzo para la reducción del riesgo de exposición de los trabajadores a la fiebre del Valle. Las Secciones 3.3.7 y 3.3.8 del Borrador del EIR/EIS Suplementario identifican tres medidas de evitación y una medida de mitigación que, al implementarse, reducirían las emisiones de polvo fugitivo:</p> <ul style="list-style-type: none"> • AQ-AM #1 Equipo de camiones: Cubrir y lavar los camiones y el equipo de construcción para reducir las emisiones de polvo fugitivo. • AQ-AM #2 Emisiones de polvo fugitivo: Implementación de mejores prácticas de gestión para reducir las emisiones de polvo fugitivo. • AQ-AM #3 Salidas de vías: Implementación de vías de entrada/salida que resultan en vibración y eliminación de suciedad y polvo en camiones y equipos de construcción para evitar obstruir las vías públicas. • AQ-MM#3: Las plantas de proceso de lotes de hormigón se ubicarían a por lo menos 1,000 pies de distancia de los receptores sensibles, incluyendo guarderías, hospitales, centros de cuidado para personas mayores, residencias, parques y otras áreas donde las personas puedan reunirse. Las plantas de proceso de lotes de hormigón utilizarán medidas de control típicas para reducir el polvo fugitivo, como aerosoles de agua, cercados, cortinas, cubiertas, conductos móviles y telescópicos, sistemas centrales de recolección de polvo y otra tecnología adecuada para reducir las emisiones para que sean equivalentes a los factores de emisión controlados según AP-42 de la Agencia de Protección Ambiental de los Estados Unidos (USEPA, por sus siglas en inglés) para las plantas de proceso de lotes de hormigón. <p>Debido a que la Autoridad implementaría estas medidas de evitación, minimización y mitigación relacionadas con la reducción de la posible exposición de los trabajadores de la construcción a la fiebre del Valle durante la construcción de la alineación F-B LGA, los</p>

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	<p>impactos resultantes serían menos que significativos de acuerdo a la Ley CEQA.</p> <p>Monitoreo de la mitigación</p> <p>La seguridad y la protección son prioridades del HSR y, como tal, la Autoridad está comprometida a reducir el riesgo de exposición de la fiebre del Valle entre los trabajadores de la construcción de la alineación F-B LGA. En octubre de 2016, la Autoridad realizó una revisión de los procedimientos de mitigación y monitoreo de la fiebre del Valle de la Autoridad, que se desarrollaron para abordar las posibles exposiciones de los trabajadores de la construcción dentro de los sitios del proyecto en las regiones de Sacramento y el Valle Central. Los resultados de la revisión interna, según lo informado por la Oficina de Auditoría de la Autoridad, concluyeron que las medidas de mitigación y el monitoreo de la exposición a la fiebre del Valle protegerían la salud de los trabajadores de la construcción. La Oficina de Auditoría no identificó ninguna deficiencia de control interno relacionada con las medidas de mitigación y el monitoreo de la fiebre del Valle; por lo tanto, puede brindar una garantía continua de que la posibilidad de exposición a la fiebre del Valle se reduciría a un nivel menos que significativo conforme a la Ley CEQA para la F-B LGA.⁴</p> <p>Conclusión</p> <p>Aunque el hongo <i>Coccidioides</i> está presente en el suelo del Valle Central de California, la Autoridad cuenta con medidas de prevención y minimización adecuadas para reducir la exposición de los trabajadores de la construcción de la FB-LGA a la fiebre del Valle a un nivel menos que significativo. Como se describe en la Sección 3.11 del Borrador del EIR/EIS Suplementario, las medidas de prevención y minimización son responsables de reducir el riesgo de exposición. Una revisión interna realizada por la Oficina de Auditoría de la Autoridad en octubre de 2016 confirma la eficacia de S&S-AMF#4b y S&S-AMF#4c para la protección de la salud y la seguridad de los trabajadores de la construcción de la F-B LGA con respecto a la Fiebre del valle. (El informe no abordó las medidas de mitigación, minimización y evitación de la calidad del aire y el cambio climático global).</p> <p>¹ Centros para el Control y la Prevención de Enfermedades (CDC), 2016. "Fungal Diseases: Coccidioides." Consultado el 04.27.17 en línea en: https://www.cdc.gov/fungal/diseases/coccidioidomycosis/definition.html</p> <p>² MacLean M.D. M.S., Michael L. 2014. "The Epidemiology of Coccidioidomycosis - 15 California Counties, 2007-2011." Producido para California Coccidioidomycosis Collaborative. Consultado el 31 de mayo de 2017 en línea en http://vfce.arizona.edu/sites/vfce/files/the_epidemiology_of_coccidioidomycosis_collaborative_county_report.pdf.</p> <p>³ The Audit Office of the Authority, 2016. Informe número 15-08: Valley Fever Mitigation and Oversight Audit. Consultado el 04.27.17 en línea en: https://www.hsr.ca.gov/docs/brdmeetings/2016/brdmtg_111416_FA_Audits_Valley_Fever_Mitigation_and_Oversight.pdf.</p> <p>⁴ Debrezion, Ghebreegzabiher, Pels, Eric y Rietveld, Piet, 2007. The Impact of Railway Stations on Residential and Commercial Property Value: A Meta-analysis. Publicado en línea: 19 de junio Springer Science and Business Media.</p>
<p>SOCIOECONOMÍA Y COMUNIDADES</p> <p>Los comentaristas manifestaron estar preocupados por la posibilidad de impactos negativos en las empresas durante la construcción y la operación, así como por la posibilidad de pérdida de empleos.</p>	<p>FB-LGA-Respuesta-SO-02: Impactos comerciales - La construcción/operación generaría demasiados impactos en las empresas</p> <p>La construcción del proyecto requeriría la adquisición y la reubicación de varias empresas. Los negocios recibirían asistencia de reubicación según sea necesario, y se anticipa que muchos de los empleos en estos negocios se reubicarían en lugar de perderse. La Autoridad adquirirá las tierras de los propietarios cuyas tierras se vean directamente afectadas por el proyecto, de conformidad con la Ley de Asistencia Uniforme para la Reubicación y las Políticas de Adquisición de Bienes Inmuebles de 1970 (42 U.S.C. sec. 4601 et seq.) (Ley Uniforme). La Ley Uniforme establece estándares mínimos para el tratamiento y la compensación de las personas cuyas propiedades se adquieren para la construcción de un proyecto financiado por el gobierno federal. Para obtener más información sobre la Ley Uniforme, consulte el Apéndice 3.12-A del EIR/EIS Final de la Sección del Proyecto de Fresno a Bakersfield</p>

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	<p>y la FB-Respuesta-SO-01 del EIR/EIS Final de la Sección del Proyecto de Fresno a Bakersfield. La información sobre la adquisición, compensación y asistencia de reubicación también está disponible en el sitio web de la Autoridad, en la sección de Your Property, Your High-Speed Rail Project (Autoridad, 2013).</p> <p>Se anticipa que muchos de los empleos en estos negocios sean reubicados en lugar de perderse. La Sección 3.12.4.2 del Borrador del EIR/EIS Suplementario proporciona información sobre los impactos de la adquisición de propiedades en los negocios. Los impactos a las propiedades relacionados con la construcción y la mitigación de esos impactos son factores que se consideran dentro del proceso de revisión ambiental. Cada uno de los capítulos de recursos en el Borrador del EIR/EIS Suplementario (Secciones 3.2, Transporte; 3.3, Calidad del Aire y Cambio Climático Global; 3.4, Ruido y Vibración; etc.) incluye una descripción del entorno afectado, los impactos de la construcción de la F-B LGA en ese entorno, y las medidas viables para reducir o evitar estos impactos. Puede haber situaciones en las que los impactos no puedan evitarse por completo y, en estas situaciones, las medidas de mitigación se implementarán según corresponda y según sean necesarias para minimizar o mitigar estos impactos. Por ejemplo, donde los impactos de ruido en los receptores sensibles ocurrirían durante la construcción del proyecto, se instalarían barreras acústicas temporales, se limitaría la construcción nocturna y/o se implementarían otras medidas de mitigación. Durante la construcción, los impactos a los negocios podrían incluir ruido, vibración, polvo, pérdida de estacionamiento y congestión del tráfico en las áreas donde realicen las actividades de construcción. Dependiendo de la ubicación y la naturaleza de las actividades de construcción, los impactos en los negocios variarían. Es más probable que se produzcan impactos relacionados con los negocios cerca de las zonas de actividades de construcción en la superficie, donde las modificaciones a las carreteras y autopistas podrían interrumpir temporalmente los patrones de circulación. Los negocios que generalmente dependen del tráfico para atraer clientes experimentarían los mayores impactos; sin embargo, algunas de estas empresas podrían experimentar impactos beneficiosos por la construcción y la operación del proyecto del HSR. La Sección 3.12.4.2 del Borrador del EIR/EIS Suplementario detalla cómo las compras relacionadas con el proyecto hechas a nivel local en los sitios de construcción darían como resultado un aumento de los ingresos por impuestos a las ventas para las ciudades y los condados dentro de la zona del proyecto. A menos que estén exentas, todas las transacciones de activos tangibles relacionadas con el proyecto estarían sujetas al impuesto sobre las ventas. Esto incluye materiales tales como gasolina, petróleo, partes y bombillas que se comprarían localmente. Además, las empresas nuevas o existentes en la zona del proyecto que suministran bienes y servicios a los trabajadores de la construcción (por ejemplo, tiendas minoristas, gasolineras, bancos, restaurantes y empresas de servicios) podrían beneficiarse de una mayor clientela.</p> <p>Como se describe en la Sección 3.12.5 del Borrador del EIR/EIS Suplementario, la Autoridad desarrollaría un plan de gestión de la construcción que minimizaría los impactos en las empresas durante la construcción al proporcionar señalización y mantener el acceso a las empresas afectadas mediante modificaciones o desvíos en las carreteras. La Sección 3.11 del Borrador del EIR/EIS Suplementario identifica medidas de seguridad para mantener el tránsito de camiones y entregas a las empresas ubicadas a lo largo y debajo de la guía durante la construcción y la operación del HSR. Además, otras secciones del Borrador del EIR/EIS Suplementario identifican las medidas de mitigación relacionadas con tráfico del periodo de construcción (Sección 3.2.6), el polvo (Sección 3.3.8) y el ruido (Sección 3.4.6).</p>
TIERRA AGRICOLA	FB-LGA-Respuesta-AG-01: Metodología actualizada para las tierras agrícolas
Algunos comentaristas preguntaron sobre las razones por las cuales se necesitaba una metodología actualizada	La Metodología para la evaluación de los impactos a las tierras agrícolas, utilizada en la Sección 3.14.3 (páginas 3.14-9 a 3.14-11) del EIR/EIS Final de la Sección del Proyecto de Fresno a Bakersfield (Autoridad y FRA, 2014a), se actualizó para el Borrador del EIR/EIS Suplementario (Autoridad, 10 de mayo de 2016) para aclarar el enfoque para la evaluación de los impactos en las tierras

Resumen Comentario	Respuesta
<p>para las tierras agrícolas; y solicitaron una aclaración sobre las diferencias en la metodología para las tierras agrícolas entre el EIR/EIS Final y el EIR/EIS Suplementario de la Sección del Proyecto de Fresno a Bakersfield.</p>	<p>agrícolas importantes y las tierras agrícolas bajo la Ley Williamson y el Contrato de Zonas de Seguridad de Tierras Agrícolas. La metodología actualizada se aplicó para evaluar los impactos tanto para la F-B LGA como para el Proyecto de Mayo de 2014 para el Borrador del EIR/EIS Suplementario, para poder proporcionar una comparación directa entre las dos alternativas. La Sección 3.14.2, Metodología para la Evaluación de Impactos, que se incluye en el Borrador del EIR/EIS Suplementario describe la metodología actualizada.</p> <p>La metodología actualizada incluyó la misma metodología utilizada en el EIR/EIS Final de la Sección del Proyecto de Fresno a Bakersfield para los siguientes temas: Contratos de la Ley Williamson y de seguridad de tierras agrícolas, interrupción a la eliminación del acceso a los canales de irrigación, interferencia con las actividades de fumigación aérea, y efectos ocasionados por el viento.</p> <p>La metodología actualizada para el Borrador del EIR/EIS Suplementario incluye un cambio en la metodología para el EIR/EIS Final de la Sección de Fresno a Bakersfield para los siguientes temas: Impactos directos a tierras agrícolas importantes e impactos permanentes indirectos a tierras agrícolas importantes. Las diferencias entre las dos metodologías se resumen a continuación.</p> <p><u>Impactos directos a tierras agrícolas importantes:</u> En la Sección del Proyecto de Fresno a Bakersfield, los impactos directos del EIR/EIS Final se calcularon mediante la cuantificación de la superficie total de conversión permanente de las tierras agrícolas importantes a un uso no agrícola dentro de la zona de impacto ambiental del proyecto y la superficie total de parcelas remanentes no económicas. La Medida de Mitigación AG-MM#1 requiere de la mitigación de impactos directos a las tierras de cultivo importantes en una proporción de 1:1 (un acre de tierras agrícolas importantes conservadas por cada acre de tierras agrícolas importantes afectadas). La metodología actualizada para el Borrador del EIR/EIS Suplementario evaluó las parcelas restantes no económicas como impactos indirectos, más que como los impactos directos identificados en el EIR/EIS Final de la Sección del Proyecto de Fresno a Bakersfield.</p> <p><u>Impactos directos a tierras agrícolas importantes (parcelas restantes no económicas):</u> Las metodologías para el EIR/EIS Final de la Sección de Fresno a Bakersfield y el EIR/EIS Suplementario de la FB-LGA se basaron en un análisis de parcela por parcela para evaluar los impactos en las tierras agrícolas importantes ubicadas adyacentes pero no dentro de la zona de impacto ambiental del proyecto. Se identificaron parcelas de tierras agrícolas importantes. Cada parcela dividida se analizó utilizando un conjunto de criterios para determinar si la parcela debería considerarse una parcela remanente no económica. Los criterios identificados en la metodología del EIR/EIS Final de la Sección de Fresno a Bakersfield incluyeron: acceso (¿el HSR ocasionaría un acceso restringido o la falta de acceso a la parcela?), el tamaño (¿el HSR corta una parcela creando una porción tan pequeña que es probable que no sea viable para realizar operaciones agrícolas?), la forma (¿el HSR crea una parcela con una forma demasiado extraña como para ser viable para la agricultura?), la ubicación (¿la ubicación de la parcela en relación con otras tierras agrícolas indica que puede consolidarse fácilmente y permanecer en uso agrícola?) y la dificultad (¿la división de la parcela causaría una dificultad para mantener la actividad económica en una parcela que de otra forma sería viable?). La metodología actualizada formalizó el análisis de parcelas individuales de parcelas remanentes no económicas en una evaluación en dos pasos. El paso 1 incluyó un análisis GIS que identificó las parcelas remanentes de tierras agrícolas importantes que tendrían una superficie de menos de 20 acres debido a la construcción del sistema del HSR. Las parcelas remanentes identificadas en el Paso 1 se evaluaron más a fondo utilizando criterios similares a los utilizados en el EIR/EIS Final de la Sección del Proyecto de Fresno a Bakersfield. La metodología actualizada incluye más detalles bajo cada criterio para su consideración. Por ejemplo, según los criterios de acceso, se consideró la restricción o la eliminación del acceso debido a la instalación de cercas permanentes para el HSR alrededor de las vías o las estaciones eléctricas. Consulte la Sección B.1.2. del Apéndice 3.14-B, Análisis de Parcelas Remanentes del Borrador del EIR/EIS Suplementario para</p>

Resumen Comentario	Respuesta
	<p>obtener un resumen completo de los criterios incluidos en la metodología actualizada. Además, la metodología actualizada requiere que los resultados del Paso 1 y Paso 2 se documenten en un apéndice del documento ambiental y se mencionen en la Sección de Tierras Agrícolas del EIR/EIS; sin embargo, el Paso 1 no necesita ser resumido en la Sección de Tierras Agrícolas del EIR/EIS. La mitigación de los impactos indirectos a las tierras agrícolas importantes como resultado de parcelas remanentes no económicas es la misma que para los impactos directos a las tierras agrícolas importantes identificadas en el EIR/EIS Final de la Sección de Fresno a Bakersfield, y requerirían medidas de mitigación a una proporción de 1:1 según AG-MM#1.</p> <p>Impactos indirectos a las tierras agrícolas importantes (área de amortiguamiento de 25 pies adyacente a la infraestructura de cercado permanente del HSR asociada con el proyecto del HSR): La metodología actualizada incluyó una nueva medida de mitigación (AG-MM # 2) para los impactos indirectos a las tierras agrícolas importantes ubicadas dentro de un área de 25 pies de ancho a lo largo de la zona de impacto ambiental del proyecto y adyacente a la infraestructura del cercado permanente del HSR. La Medida de Mitigación AG-MM#2 requiere que la Autoridad financie la compra de servidumbres de conservación agrícola de vendedores dispuestos a través del Programa de Conservación de Tierras Agrícolas de California en una proporción no menor a 0.5:1 para tierras de cultivo importantes identificadas dentro de un área de 25 pies de ancho adyacente a la infraestructura del HSR cercada permanentemente, pero solo en la medida en que dicha superficie no esté sujeta a la mitigación bajo AG-MM # 1 (véase la Exhibición AG-01.1). Sección 3.14.6.1 del Borrador del EIR/EIS Suplementario resumido AG-MM#2.</p>

Resumen Comentario	Respuesta
	 <p>Exhibición AG-01.1: Proporciones de medidas de mitigación para las tierras agrícolas importantes y aplicación del área de 25 pies para cálculos de medidas de mitigación adicionales.</p>

Submission F001 (David Laughing Horse Robinson, Kawaiisu Tribe of Tejon, November 17, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #154 DETAIL	
Status :	Action Pending
Record Date :	11/17/2017
Response Requested :	
Affiliation Type :	Federal Agency
Interest As :	Federal Agency
Submission Date :	11/17/2017
Submission Method :	Website
First Name :	David Laughing Horse
Last Name :	Robinson
Professional Title :	Chairman
Business/Organization :	Kawaiisu Tribe of Tejon
Address :	
Apt./Suite No. :	
City :	Kernville
State :	CA
Zip Code :	93238
Telephone :	6613781090
Email :	horse.robinson@gmail.com
Email Subscription :	General/Statewide , Bakersfield to Palmdale , Los Angeles to Anaheim , Los Angeles to San Diego , Burbank to Los Angeles , Palmdale to Burbank , Central Valley Wye, Board of Directors, Central Valley, Construction Package 1 Updates, Construction Package 4 Updates, Locally Generated Alternative (Bakersfield), Press Releases, Road & Construction Alerts, Southern California
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	
F001-1	The Kawaiisu Tribe of Tejon being the only Treaty Tribe in California has not given our informed consent for California for this project that goes through the middle of our Treaty Land. The Treaty with the Utah Signed Dec. 30, 1849, Ratified by Congress Sept. 9, 1850, Affirmed Sept. 9, 1850, 9 Stat., 984... This would require and Act of Congress and an affirmation from the International Court of Justice at the Hague....
EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission F001 (David Laughing Horse Robinson, Kawaiisu Tribe of Tejon, November 17, 2017)

F001-1

The High-Speed Rail Authority (Authority) and FRA rely on the California Native American Heritage Commission (NAHC) to provide current lists of local tribal representatives whose interests/cultural affiliations lay within the High-Speed Rail project areas. Using the tribal contact lists provided by the NAHC, the Authority and FRA have consulted with tribes for the undertaking beginning early in the project planning process consistent with the requirements of CEQA, 36 CFR 800, and the Section 106 Programmatic Agreement. Ongoing consultation is also how the Authority begins to identify tribal Consulting Parties under Section 106 of the National Historic Preservation Act for each High-Speed Rail Section. Since the EIR/EIS is intended to address CEQA/NEPA requirements only, compliance with federal treaties is outside the purview of the current environmental analysis.

Submission F002 (Jamie LeFevre, Bureau of Reclamation, January 11, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #274 DETAIL

Status : Action Pending
Record Date : 1/11/2018
Response Requested :
Affiliation Type : Federal Agency
Interest As : Federal Agency
Submission Date : 1/11/2018
Submission Method : Website
First Name : Jamie
Last Name : LeFevre
Professional Title : Natural Resources Specialist
Business/Organization : Bureau of Reclamation
Address :
Apt./Suite No. :
City : Sacramento
State : CA
Zip Code : 95825
Telephone : 916-978-5035
Email : jlefevre@usbr.gov
Email Subscription :
Cell Phone :
Add to Mailing List : No
Stakeholder Comments/Issues :

F002-1 | The Public Utilities (Section 3.6) discusses effects to irrigation canals/ lines. Reclamation has irrigation laterals in Shafter that would be impacted by HSR. This section should identify Reclamation as having these facilities.

F002-2 | I did not see mention of Executive Order 13007 in the document which discusses Indian Sacred Sites. The document should include a discussion about Indian sacred sites and how access to the sites will be accommodated (if there are any) or if the EO is not applicable (the EO only applies to Federal lands).
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission F002 (Jamie LeFevre, Bureau of Reclamation, January 11, 2018)

F002-1

The Final Supplemental EIR has been revised to clarify that the U.S. Bureau of Reclamation owns and operates irrigation laterals in Shafter. Revisions have been made and are cited in Chapter 16 of the Final Supplemental EIR:

Table 3.6-1, page 3.6-7 will be formatted to include a row adding "Water Supply" in column 1 under Utility Type, "U.S. Bureau of Reclamation" in column 2, and "Kern County (Shafter)" in column 3.

This revision is for organization purposes only and does not change the analysis or the nature or significance of impacts associated with implementation of the F-B LGA or May 2014 Project.

F002-2

Executive Order 13007 is not applicable; there is no federally-owned property in the Project footprint. For purposes of the F-B LGA, the FRA and Authority initiated consultation on August 12, 2015 with Native American tribes who have expressed interest in the Fresno to Bakersfield Project Section and continued to consult with interested tribes through the environmental review period. Furthermore, a search of the Native American Heritage Commission's Sacred Land File conducted in 2015 failed to indicate the presence of any sacred sites within or nearby the Project footprint.

Submission F003 (Clifton Meek, U.S. EPA, Region 9, January 16, 2018)

Subject: FW: EPA Comments - Draft Supplemental Environmental Impact Statement for the California High-Speed Rail System, Fresno to Bakersfield Section
Attachments: 2018-01-16_EPA comments SDEIS_F-B HSR_20170219.pdf

From: meek, clifton <meek.clifton@epa.gov>
Sent: Tuesday, January 16, 2018 4:07 PM
To: McLoughlin, Mark@HSR; stephanie.perez <stephanie.perez@dot.gov>
Cc: zachary.j.fancher@usace.army.mil; Meyer, Susan A SPL; Dominique.Paukowits@dot.gov; Simonds, Shannon@DOT; mike.mccoy@sgc.ca.gov; cgriego@bakersfieldcity.us; Bayne, Andrew(PB)@HSR; Dunning, Connell; Mulvihill, Carolyn; Mahdavi, Sarvy
Subject: EPA Comments - Draft Supplemental Environmental Impact Statement for the California High-Speed Rail System, Fresno to Bakersfield Section

Hi Mark and Stephanie-

Attached please find EPA's comments on the Draft Supplemental Environmental Impact Statement for the California High-Speed Rail System, Fresno to Bakersfield Section. Please give me a call if you have any questions regarding our comments. I look forward to our continued close coordination on this project over the coming months.

All the best,

Clifton

Clifton Meek, Life Scientist
U.S. EPA, Region 9
Environmental Review Section - Transportation Team
75 Hawthorne Street, ENF 4-2
San Francisco, CA 94105

phone: 415-972-3370, fax: 415-947-8026
meek.clifton@epa.gov



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 9
75 Hawthorne Street
San Francisco, CA 94105-3901

January 16, 2018

Stephanie Perez-Arrieta
Federal Railroad Administration
West Building - Mail Stop 20
1200 New Jersey Avenue, SE
Washington, DC 20590

Mark McLoughlin
California High-Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Subject: Draft Supplemental Environmental Impact Statement for the California High-Speed Rail System, Fresno to Bakersfield Section (CEQ# 20170219)

Dear Ms. Perez-Arrieta and Mr. McLoughlin:

F003-1

Thank you for the opportunity to review the Draft Supplemental Environmental Impact Statement (EIS) for the Fresno to Bakersfield Section of the California High-Speed Rail (HSR) System. Our review was completed pursuant to the National Environmental Policy Act, Council on Environmental Quality regulations (40 CFR Parts 1500-1508), Section 309 of the Clean Air Act, and Section 404 of the Clean Water Act.

Throughout the programmatic and project-level environmental analysis for the high-speed rail (HSR) system, EPA has coordinated with the Federal Railroad Administration (FRA) and California High-Speed Rail Authority (CHSRA), at multiple decision checkpoints and as outlined in an agreement between EPA, U.S. Army Corps of Engineers, FRA, and CHSRA (*Integrated National Environmental Policy Act and Clean Water Act Section 404 Memorandum of Understanding*). In addition, CHSRA has promoted environmental sustainability through aggressive goals and policies described on their website and through a partnership with EPA, FRA, U.S. Department of Housing and Urban Development, Federal Transit Administration, and California Strategic Growth Council under the *Memorandum of Understanding for Achieving an Environmentally Sustainable HSR System for California*, signed in September 2011.

Extensive early coordination on the development of this Draft Supplemental EIS for the Fresno to Bakersfield section has resulted in efficiencies in the environmental review process and the identification and resolution of potential issues. EPA has commented on this project during monthly agency coordination meetings, and through a series of memoranda and comment letters following our review of technical studies and environmental documents. Most recently, we provided comments in a July 19, 2017 memorandum in response to the Administrative Draft Supplemental EIS. We thank FRA and CHSRA for addressing the many concerns we have highlighted in our letters and throughout the early coordination process. While portions of this project continue to have impacts on aquatic resources, communities, farmland, and other resources of concern, we appreciate FRA and CHSRA's commitments to minimize and mitigate the impacts anticipated in the Fresno to Bakersfield section. EPA has rated this project as Lack of Objections (LO) (see enclosed Summary of EPA Rating Definitions). We provide the following recommendations for consideration as you begin to prepare the Final Supplemental EIS.

Submission F003 (Clifton Meek, U.S. EPA, Region 9, January 16, 2018) - Continued

F003-2

Air Quality and Station Area Planning

While a statewide HSR system will help to reduce the number of drivers contributing to automobile-related emissions, there remains the potential for localized increases in vehicle traffic, and associated air quality effects, around HSR station areas. Given that the San Joaquin Valley Air Basin has some of the worst 8-hour ozone and PM_{2.5} problems in the nation, it is critical that FRA and CHSRA consider specific actions to reduce unintended air quality effects from local automobile trips accessing the Bakersfield HSR station. A description of the viable alternatives available in the station area to reduce emissions of ozone precursors and particulate matter to the maximum extent would be a helpful addition to the Final Supplemental EIS. For example, one substantial benefit of a HSR system is the opportunity to improve local air quality by generating additional local transit service and reducing vehicle miles traveled.

We understand that CHSRA is working with the city of Bakersfield on a HSR Station Area Plan (to be adopted in 2018) which will include elements that promote local transit use, walking and biking, and additional discussion of how existing and planned transit services will connect with the HSR system. We recommend that the Final Supplemental EIS incorporate information, as available, from the Station Area Plan regarding connectivity of the proposed F Street Station to other transportation modes. As one of the HSR project objectives is to maximize intermodal transportation opportunities by locating stations to connect with local transit, the Final Supplemental EIS would greatly benefit from a more detailed description and updated figures showing existing and planned transit connectivity to the F Street Station area, along with a description of the air quality benefits that these measures will achieve. In this way, CHSRA can demonstrate a commitment to provide transit connectivity that will reduce multiple individual automobile trips and associated air quality impacts, as well as pave the way for focused development within and surrounding the city's downtown core.

We continue to believe that a well-planned HSR system can serve as an important catalyst for strengthening regional connectivity and economic centers, as well as providing environmental benefits, including improved air quality. Thank you for the opportunity to review the Draft Supplemental EIS for the Fresno to Bakersfield Section of the California HSR system. We look forward to further collaboration to reduce impacts and maximize benefits from the statewide system. If you have any questions, please contact Clifton Meek, the lead reviewer for this project, at 415-972-3370 or meek.clifton@epa.gov.

Sincerely,



Connell Dunning, Transportation Team Supervisor
Environmental Review Section
Enforcement Division

Enclosures: Summary of EPA Rating Definitions

Cc via email:

Zachary Fancher, U.S. Army Corps of Engineers
Susan Meyer Gayagas, U.S. Army Corps of Engineers
Dominique Paukowitz, Federal Transit Administration
Shannon Simonds, California Department of Transportation
Mike McCoy, Strategic Growth Council
Cecelia Griego, City of Bakersfield

2

SUMMARY OF EPA RATING DEFINITIONS*

This rating system was developed as a means to summarize the U.S. Environmental Protection Agency's (EPA) level of concern with a proposed action. The ratings are a combination of alphabetical categories for evaluation of the environmental impacts of the proposal and numerical categories for evaluation of the adequacy of the Environmental Impact Statement (EIS).

ENVIRONMENTAL IMPACT OF THE ACTION**"LO" (Lack of Objections)**

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

"EC" (Environmental Concerns)

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

"EO" (Environmental Objections)

The EPA review has identified significant environmental impacts that should be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

"EU" (Environmentally Unsatisfactory)

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potentially unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the Council on Environmental Quality (CEQ).

ADEQUACY OF THE IMPACT STATEMENT**Category "1" (Adequate)**

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category "2" (Insufficient Information)

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category "3" (Inadequate)

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640, Policy and Procedures for the Review of Federal Actions Impacting the Environment.

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Response to Submission F003 (Clifton Meek, U.S. EPA, Region 9, January 16, 2018)

F003-1

The commenter notes that early coordination between the EPA and Authority during the development of the Supplemental EIR/EIS has resulted in efficiencies in the environmental review process and the identification and resolution of potential issues. The Authority takes this comment into consideration and will continue to coordinate with private and public sectors during the environmental review process and subsequent phases of the project (right-of-way acquisition, regulatory permitting, final design, etc.).

F003-2

Page 3.3-35 of the Supplemental EIR includes a summary of the total emission changes due to the HSR system operation including emissions associated with ridership, regional vehicle travel, and direct project operation emissions from HSR stations. Emission results indicate the project would result in a net regional decrease in emissions of criteria pollutants. These decreases would be beneficial to the SJVAB and help the basin meet its attainment goals.

Submission S001 (Laura Miller, CA State Lands Commission-Division of Environmental Planning and Management, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #350 DETAIL	
Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	State Agency
Interest As :	State Agency
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Laura
Last Name :	Miller
Professional Title :	
Business/Organization :	CA State Lands Commission-Division of Environmental Planning and Management
Address :	
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State :	CA
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Telephone :	916-574-1911
Email :	Laura.Miller@slc.ca.gov
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	
Good Afternoon Mr. McLoughlin -	
Please find attached our department's comment letter on the Fresno to Bakersfield Project Section of the California High-Speed Rail Project (Draft Supplemental EIR/EIS). Feel free to contact me if you have any questions. An original copy will follow via U.S. Mail.	
SCH# 20090911276	
Thank you,	
Laura Miller CA State Lands Commission Division of Environmental Planning and Management 916-574-1911	
EIR/EIS Comment :	Yes
Official Comment Period :	Yes
Attachments :	350_CASLandsCommission_email_011618_Attachment.pdf (1 mb)

STATE OF CALIFORNIA
EDMUND G. BROWN JR., Governor

CALIFORNIA STATE LANDS COMMISSION
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825-8202

JENNIFER LUCCHESI, Executive Officer
(916) 574-1800 Fax (916) 574-1810
California Relay Service TDD Phone 1-800-735-2929
from Voice Phone 1-800-735-2922

Established in 1938

January 16, 2018

Contact Phone: (916) 574-1890
Contact FAX: (916) 574-1885

File Ref: SCH #2009091126

Mark McLoughlin
Attn: Draft Supplemental EIR/EIS for the Fresno to Bakersfield Project Section
California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

VIA REGULAR & ELECTRONIC MAIL (Fresno_Bakersfield@hsr.ca.gov)

Subject: Draft Supplemental Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Fresno to Bakersfield Project Section of the California High-Speed Rail Project, Fresno, Kings, Tulare and Kern Counties

Dear Mr. McLoughlin:

The California State Lands Commission (Commission) staff has reviewed the subject Draft Supplemental EIR/EIS for the Fresno to Bakersfield Project Section of the California High-Speed Rail Project (Project), which is being prepared by the California High-Speed Rail Authority (Authority). The Authority, as the public agency proposing to carry out the Project, is the lead agency under the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.), and the Federal Railroad Administration is the lead agency under the National Environmental Policy Act (42 U.S.C. § 4321 et seq.). The Commission is a trustee agency for projects that could directly or indirectly affect sovereign land and their accompanying Public Trust resources or uses. Additionally, because the Project involves work on sovereign land, the Commission will act as a responsible agency.

Commission Jurisdiction and Public Trust Lands

The Commission has jurisdiction and management authority over all ungranted tidelands, submerged lands, and the beds of navigable lakes and waterways. The Commission also has certain residual and review authority for tidelands and submerged lands legislatively granted in trust to local jurisdictions (Pub. Resources Code, §§ 6009, subd. (c); 6009.1; 6301; 6306). All tidelands and submerged lands, granted or

Submission S001 (Laura Miller, CA State Lands Commission-Division of Environmental Planning and Management, January 16, 2018) - Continued

Mark McLoughlin

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January 16, 2018

ungranted, as well as navigable lakes and waterways, are subject to the protections of the common law Public Trust Doctrine.

As general background, the State of California acquired sovereign ownership of all tidelands and submerged lands and beds of navigable lakes and waterways upon its admission to the United States in 1850. The State holds these lands for the benefit of all people of the State for statewide Public Trust purposes, which include but are not limited to waterborne commerce, navigation, fisheries, water-related recreation, habitat preservation, and open space. On tidal waterways, the State's sovereign fee ownership extends landward to the mean high tide line, except for areas of fill or artificial accretion or where the boundary has been fixed by agreement or a court. On navigable non-tidal waterways, including lakes, the State holds fee ownership of the bed of the waterway landward to the ordinary low-water mark and a Public Trust easement landward to the ordinary high-water mark, except where the boundary has been fixed by agreement or a court. Such boundaries may not be readily apparent from present-day site inspections.

Staff understands that a portion of the proposed Project is within the Commission's jurisdiction on State-owned sovereign land in the Kern River, near City of Bakersfield, Kern County and will require a General Lease – Public Agency Use. A lease application (File Reference No. W 27137) received September 22, 2017, is currently incomplete (see attached letter to Larry Bellucci, Senior Right of Way Agent, October 20, 2017). Please contact Cheryl Hudson, Public Land Management Specialist (see contact information below), with responses to outstanding questions in the incomplete letter dated October 20, 2017, or for updated information on the status of the application.

Project Description

The Authority proposes the rail alignment from Shafter (Poplar Avenue) to the City of Bakersfield (Oswell Street). From the Project Description, Commission staff understands that the Project would include a "viaduct or elevated structure" crossing the Kern River. The Project's objectives and needs include the following:

- Develop a high-speed train system (guideways, structures, stations, traction-powered substations, and maintenance facilities) that coordinates with the State's existing transportation network, including intercity rail and bus lines, regional commuter rail lines, urban rail and bus transit lines, highways, and airports
- Provide electric-powered high-speed rail service between major urban centers, and that connects to airports, mass transit, the highway network in the south San Joaquin Valley, and the northern and southern portions of the system
- Provide the specific rail alignment from city of Shafter to City of Bakersfield crossing the Kern River (under Commission's jurisdiction) for the "Fresno to Bakersfield Locally Generated Alternative" in the Draft Supplemental EIR/EIS. (the Authority approved the Final EIR/EIS in May 2014, with the Preferred Alternative, and deferred alignment in this Bakersfield area)

Mark McLoughlin

Page 3

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- Compare the Fresno to Bakersfield Locally Generated Alternative with the May 2014 Final EIR/EIS Project Alternative

Environmental Review

Commission staff requests that the Authority consider the following comments on the Project's Supplemental EIR/EIS.

General Comments

- S001-1 1. Detailed Project Description: Commission staff requests that specific Project details, such as engineering plans, for the "viaduct and elevated structure" crossing over the Kern River (Draft Supplemental EIR/EIS, Appendix 3.8-A) be included in the Supplemental EIR/EIS and Alignment Plans, Section C, HSR Elevated Structures Plans. Commission staff will need to rely on this analysis to determine the extent of the Commission's jurisdiction and evaluate the associated impacts and mitigation measures.
- S001-2 2. Mitigation Measures: The Commission staff requests that all mitigation measures are either presented as specific, feasible, enforceable obligations, or they are presented as formulas containing "performance standards which would mitigate the significant effect of the project and which may be accomplished in more than one specified way" (State CEQA Guidelines, §15126.4, subd. (a)).

Biological Resources and Wetlands

- S001-3 3. Underwater Noise: If pile driving is needed to construct the elevated structures in or over the Kern River, staff requests that additional analysis be included in the Supplemental EIR/EIS explaining possible impacts from using vibratory or impact hammers. If it is expected that underwater noise would be generated, then an underwater noise analysis should be included in the MND to assess impacts on special-status species (see Draft Supplemental EIR/EIS page 3.4-C-4).

Hydrology and Water Resources

- S001-4 4. Mitigation Measure HWR-MM#1 Construction: Commission staff requests that floodplain protection measures be identified and implemented during construction activities in the Kern River floodplain. Please also identify if cofferdams, spill prevention plans (Mitigation Measure HMW IAMM#7 on Draft Supplemental EIR/EIS page 3.10-10) or offsite refueling requirements would be included during construction (Draft Supplemental EIR/EIS page 3.8-44).

Hazardous Materials and Wastes

- S001-5 5. Mitigation Measure HMW IAMM#5 Undocumented Contamination: Please consult with Commission staff when preparing construction management plans for disturbance of undocumented contaminated soil in the Kern River (Draft Supplemental EIR/EIS page 3.10-40).

Submission S001 (Laura Miller, CA State Lands Commission-Division of Environmental Planning and Management, January 16, 2018) - Continued

S001-6

Mark McLoughlin

Page 4

January 16, 2018

Recreation

6. **Public Access to Waterways:** To the extent feasible, Commission staff requests that the Kern River remain accessible to the public for recreational uses (Supplemental Draft EIR/EIS page 3.8-19) throughout the construction period when cofferdams (Supplemental Draft EIR/EIS page 3.8-28), barges, or other features are placed in the Kern River. Promoting public access to and using California's navigable waters is a mandate of the California Constitution (art. X, § 4), a condition of statehood in the Act of Admission (9 Stat. 452), and a responsibility of State agencies pursuant to the Public Trust Doctrine.

Thank you for the opportunity to comment on the Draft Supplemental EIR/EIS for the Project. As a responsible and trustee agency, the Commission will need to rely on the Final Draft Supplemental EIR/EIS for issuing a new lease as specified above and, therefore, we request that you consider our comments prior to certifying the Supplemental EIR/EIS.

Please send copies of future Project-related documents, including electronic copies of the Final Supplemental EIR/EIS, Mitigation and Monitoring Plan, Notice of Determination, CEQA Findings and, if applicable, Statement of Overriding Considerations when they become available. Please refer questions concerning environmental review to Afifa Awan, Environmental Scientist, at (916) 574-1891 or via e-mail at Afifa.Awan@slc.ca.gov. For questions concerning Commission leasing jurisdiction, please contact Cheryl Hudson, Public Land Management Specialist, at (916) 574-0732 or via e-mail at Cheryl.Hudson@slc.ca.gov.

Sincerely,


Cy R. Oggins, Chief
Division of Environmental Planning
and Management

Attachments

October 20, 2017, Incomplete Letter Requesting Additional Application Information

cc: Office of Planning and Research

L. Bellucci, Authority
A. Awan, Commission
P. Huber, Commission
C. Hudson, Commission

STATE OF CALIFORNIA

EDMUND G. BROWN JR., Governor

CALIFORNIA STATE LANDS COMMISSION
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825-8202



October 20, 2017

JENNIFER LUCCHESI, Executive Officer
(916) 574-1800 FAX (916) 574-1810
California Relay Service From TDD Phone 1-800-735-2929
from Voice Phone 1-800-735-2922

Contact Phone: (916) 574-0732
Contact FAX: (916) 574-1835

File Ref: W 27137

Larry Bellucci
Senior Right of Way Agent
California High-Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

SUBJECT: General Lease – Public Agency Use for Construction of a New
Electric-Powered High-Speed Train System From Fresno to
Bakersfield, Fresno and Kings Counties

Dear Mr. Bellucci:

Staff reviewed your application to determine if it contains sufficient information to be determined complete as provided by law and the Commission's application requirements.

According to the information provided, the application is incomplete and the following needs to be provided:

1. The application identifies that the proposed Project crosses Kings River, Cole Slough, and Dutch John Cut under the Commission's jurisdiction. However, the map in the Notice of Determination (http://www.hsr.ca.gov/Programs/Environmental_Planning/final_fresno_bakersfield.html) shows that the Project also crosses Tule River, Poso Creek, and Kern River. Therefore, Commission staff requests a map that shows the final rail routes for this Project from the city of Fresno to the city of Bakersfield crossing all water bodies so that the Commission staff can better assess Commission's jurisdiction for leasing these areas to the Applicant for the proposed Project.
2. Please state and show on a map the Project alternatives that were selected as the final Project design on lands under the Commission's jurisdiction.

Submission S001 (Laura Miller, CA State Lands Commission-Division of Environmental Planning and Management, January 16, 2018) - Continued

Larry Bellucci
Page 2
October 20, 2017

3. Please provide the Compensatory Mitigation Plan being referred to in response (Comment # S006-6) to the Commission comment letter for the Revised Draft Environmental Impact Report/Statement EIR/EIS that was submitted on September 20, 2012.
4. Please provide most recent biological or cultural surveys completed for Project areas under the Commission's jurisdiction.
5. Please provide National Marine Fisheries Service's Biological Opinion for the proposed Project that would help the Commission staff understand possible work on lands under the Commission's jurisdiction like piles in the wetted channels.
6. Because the Mitigation and Monitoring Program (MMP) (http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/brdmtg_050614_Item5_6_ExB_Mitigation_Monitoring_Reporting_Program.pdf) is for the entire project and not just lands under the Commission's jurisdiction, the Commission staff requests that the Applicant provide a spreadsheet (with recommended columns below) with information on all mitigation measures identified in the MMP. Commission staff would need to rely on this information to analyze all possible mitigation measures that should be applied to carrying out Project-related activities on lands under the Commission's jurisdiction. This information would also be needed to create exhibits for the staff report when recommending approving any lease to the Commission for this Project as done so for a different projects at http://archives.slc.ca.gov/Meeting_Summaries/2013_Documents/04-26-13/Items_and_Exhibits/C72.pdf and http://archives.slc.ca.gov/Meeting_Summaries/2016_Documents/10-13-16/Items_and_exhibits/63.pdf.

Please include the following columns in the spreadsheet:

- A. List of all Significant Impacts (No.)
 - Please list all significant impacts in the MMP even if they are not applicable to lands under the Commission's jurisdiction.
- B. Impact Name
 - Please list all impact names in the MMP even if they are not applicable to the lands under the Commission's jurisdiction.
- C. Impact Page #s in the Final EIR/EIS
- D. Less than Significant Impacts (prior to mitigation - if they have mitigation)
 - Please list all less than significant impacts in the MMP even if they are not applicable to the lands under the Commission's jurisdiction.

Larry Bellucci
Page 3
October 20, 2017

E. Significant and Unavoidable Impacts (Yes/No)

- Please explain if the impact would be less than significant or unavoidable after applying the proposed mitigation measures.

F. Mitigation Measure #s

- Please list all mitigation measures in the MMP even if they are not applicable to the lands under the Commission's jurisdiction.

G. Commission Jurisdiction (Yes/No)

- Please state yes or no for all the impacts and mitigation measures in the MMP even if they are not applicable to lands under the Commission's jurisdiction. This would help the Commission staff determine all the mitigation measures that would need to be applied to lands under the Commission's jurisdiction.

H. Mitigation Measure Page #s in the FEIR/EIS

- This should provide page numbers and links to the final environmental documents where it explains how that specific mitigation would help reduce possible environmental impacts on lands under the Commission's jurisdiction.

I. Notes/Comments (e.g., why it is under Commission's jurisdiction or not)

- This should explain why each mitigation measure would or would not be applicable to lands under the Commission's jurisdiction so the Commission staff can document why certain mitigation measures were not part of the Responsible Agency MMP.

7. Please explain how climate change might impact areas under the Commission's jurisdiction and how these impacts would be handled for the life of the Project.

Although not necessary to deem the application complete, the following information is required by the Division of Environmental Planning Management to continue processing the application:

1. As a Responsible and Trustee Agency, the Commission will need to rely on the EIR/EIS for issuing any lease; therefore, we request that the Applicant confirm that all the documents are up to date at the following link http://www.hsr.ca.gov/Programs/Environmental_Planning/final_fresno_bakersfield.html.

Submission S001 (Laura Miller, CA State Lands Commission-Division of Environmental Planning and Management, January 16, 2018) - Continued

Larry Bellucci
Page 4
October 20, 2017

2. Please provide most current bridge designs or construction plans crossing water bodies under the Commission's jurisdiction.
3. Please provide name, contract information, and status of permits with other agencies for areas under the Commission's jurisdiction.
4. Please provide results of coordination with the California Fish and Wildlife or other agencies for proposed activities under the Commission's jurisdiction.
5. Please provide results of all coordination with the Native American tribes for lands under the Commission's jurisdiction.
6. Please be advised that DEPM staff costs will be approximately \$3,000 for preparing the exhibit(s) for the staff report. This cost would be minimized if the Applicant provides the information requested to assist in writing the staff report for recommending approving the Project to the Commission.
7. Please ensure that the following MMP provision is included into the lease documents:

"Lessee agrees to be bound by and fully carry out, implement, and comply with all mitigation measures and reporting obligations identified as Lessee's, or Responsible Party's responsibility as set forth in the Mitigation Monitoring Program (MMP) attached hereto as Exhibit C and by this reference made a part of this Lease, or as modified by Lessor as permitted by law."

Upon receipt and review of the above information, you will be notified if your application is complete. Once your application has been deemed complete, the California State Lands Commission must act on your application as provided by law.

You are encouraged to submit the information listed above at the earliest possible time in order for us to process your application in a timely manner.

Please contact me at (916) 574-0732 if you have any questions on this matter.

Sincerely,

Original Signed by

Cheryl Hudson
Public Land Management Specialist

cc: Accounting

Response to Submission S001 (Laura Miller, CA State Lands Commission-Division of Environmental Planning and Management, January 16, 2018)

S001-1

Section 3.7, Biological Resources and Wetlands, Section 3.15, Parks, Recreation, and Open Space, and Section 3.16, Aesthetics and Visual Resources of the Draft Supplemental EIR/EIS evaluate the potential impacts associated with the elevated crossing of the Kern River. As indicated by the commenter, the design plans for the Kern River crossing are included in Volume III, Section C, Sheets ST-J1027, ST-J1028, and ST-J1029. The plan set included in Volume III of the Draft Supplemental EIR/EIS represents Preliminary Engineering for Project Definition. The Authority will continue to refine the design and will coordinate with agencies of jurisdiction as the designs are finalized.

S001-2

The commenter requests that all mitigation measures are either presented as specific, feasible, enforceable obligations, or they are presented as formulas containing performance standards which would mitigate the significant effect of the project and which may be accomplished in more than one specified way (State CEQA Guidelines, §15126.4, subd.(a)).

CEQA requires the Authority to analyze the potential impacts of the HSR (specifically for the May 2014 Project and F-B LGA in the Draft Supplemental EIR/EIS) and identify enforceable mitigation for each significant effect of the project and to mitigate or avoid the significant effects on the environment by adopting feasible mitigation measures as part of the project (Public Resources Code Section 21001.2). NEPA requires that all relevant, reasonable mitigation measures are to be identified, even if they are outside the jurisdiction of the lead agency or the cooperating agencies, and thus would not be committed as part of the Record of Decision (RODs) of these agencies (40 CFR 1502.16(h), 1505.2(c)). Based on CEQA requirements, the Final Supplemental EIR mitigation measures are sufficient.

Refer to Section 3.1 of the Draft Supplemental EIR/EIS which summarizes the Authority's and FRA's approach to avoid and minimize potential impacts of the F-B LGA through planning, and thoughtful design, informed by decisions made at the conclusion of the Statewide Program EIR/EIS process, including the adopted mitigation strategies. The Draft Supplemental EIR/EIS, throughout Chapter 3, summarizes mitigation measures for the HSR System and the Fresno to Bakersfield Section and as applicable

S001-2

mitigation measures are identified specifically for the F-B LGA, proposed station location, maintenance facilities, and power conveyance facilities. The NEPA Mitigation Monitoring and Enforcement Plan (MMEP) and CEQA Mitigation Monitoring and Reporting Program (MMRP) will be amended to include new F-B LGA mitigation measures as applicable or revised mitigation measures applicable to the F-B LGA.

S001-3

A hydroacoustical analysis is not required as Project construction over the Kern River corridor is expected to occur when the river is dry. Additionally, the need for this type of analysis is generally triggered by potential affects to special-status aquatic species. No special-status aquatic species (anadromous fish) occur in the subject reach of the Kern River as downstream access is prohibitive (impassable barriers). Water flow in this reach of the Kern River is heavily managed via weirs, dams, and flood gates. If necessary, a dewatering plan will be prepared to ensure the channel is dry during the installation of the viaduct piers.

S001-4

As described in the Draft Supplemental EIR/EIS under Impact HWR#4 - Temporary Impacts on Floodplains, standard floodplain measures, as specified in Mitigation Measure HWR-MM#1, would be implemented during construction for work within the City of Shafter floodplain and Kern River floodplain. Cofferdams would be used during in-water work during construction to avoid discharge of sediment from the construction site (page 3.8-29). Accidental spills or releases during construction could contaminate water quality during construction. Therefore, a discussion of and reference to Avoidance and Minimization Measure HMW IAMM#7, Spill Prevention, from Section 3.10, Hazardous Materials and Wastes, was included in Impact HWR#2 and Impact HWR#3. Refer to Chapter 16 of this Final Supplemental EIR. Offsite refueling would not be required and is not discussed in the Draft Supplemental EIR/EIS.

S001-5

Relevant regulatory agencies and affected parties will be consulted when preparing construction management plans, consistent with HMW IAMM#5. As stated in the text of

Response to Submission S001 (Laura Miller, CA State Lands Commission-Division of Environmental Planning and Management, January 16, 2018) - Continued

S001-5

this avoidance and minimization measure (Draft Supplemental EIR/EIS, page 3.10-40), the Contractor will work closely with state and local agencies to resolve any such [unforeseen] encounters and address necessary cleanup or disposal.

No revisions to the Final Supplemental EIR are necessary based upon this comment.

S001-6

Access to the Kern River will be maintained to the maximum extent feasible throughout project implementation. There would be some temporary access restrictions during project construction due to the presence of construction vehicles and equipment, in the interest of public safety. As noted by the commenter, construction of the project would require work in the Kern River to accommodate the installation of in-water supporting piers (Draft Supplemental EIR/EIS, page 3.8-28), and would affect designated beneficial uses for the Kern River which include (but are not limited to) Water Contact Recreation and Non-Contact Water Recreation. The temporary restriction of access to very specific portions of the Kern River during project construction would not substantially affect these beneficial uses.

No changes to the Final Supplemental EIR have been incorporated based upon this comment.

Submission S002 (Julie Vance, California Department of Fish and Wildlife, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #442 DETAIL

Status : Action Pending
Record Date : 1/24/2018
Response Requested : No
Affiliation Type : State Agency
Interest As : State Agency
Submission Date : 1/16/2018
Submission Method : Letter
First Name : Julie
Last Name : Vance
Professional Title : Regional Manager
Business/Organization : California Department of Fish and Wildlife
Address : 1234 East Shaw Avenue
Apt./Suite No. :
City : Fresno
State : CA
Zip Code : 93710
Telephone : 559-243-4014
Email :
Email Subscription :
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues :
EIR/EIS Comment : Yes
Official Comment Period :
Attachments : 442_Vance_letter_011618_Original.pdf (519 kb)



State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Central Region
1234 East Shaw Avenue
Fresno, California 93710
www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director



January 16, 2018

Mark McLoughlin
Director of Environmental Services
California High Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, California 95814

Subject: Fresno to Bakersfield Section Draft Supplemental Environmental Impact Report Environmental Impact Statement (SEIR/EIS) (Project)
SCH# 2009091126

Dear Mr. McLoughlin:

The California Department of Fish and Wildlife (CDFW) received a Notice of Availability for a Draft Supplemental EIR/EIS from California High-Speed Rail Authority (Authority) for the Project pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.¹ CDFW previously commented on related environmental documents including:

- California High-Speed Train System EIR/EIS on August 31, 2004.
- Bay Area to Central Valley Program Draft EIR/EIS on September 25, 2007.
- Bay Area to Central Valley Program Final EIR/EIS on July 7, 2008.
- Draft Project EIR/EIS for the Fresno to Bakersfield Section on October 13, 2011.

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project, specific to the Fresno to Bakersfield Locally Generated Alternative (F-B LGA) that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW provides the following comments and recommendations on the proposed Project pursuant to CEQA (Pub. Resources Code, § 21000 et seq.), and the Guidelines for the Implementation of the California Environmental Quality Act (Cal. Code Regs., tit. 14, § 15000 et seq.; hereafter CEQA Guidelines) in our role as a CEQA Trustee and Responsible Agency.

¹ CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

Submission S002 (Julie Vance, California Department of Fish and Wildlife, January 16, 2018) - Continued

Mark McLoughlin, Director of Environmental Services
California High-Speed Rail Authority
January 16, 2018
Page 2

CDFW ROLE

S002-1 Under CEQA, CDFW is California's Trustee Agency for fish and wildlife resources, and holds those resources in trust by statute for all the people of the State. (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a).) CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (Fish & G. Code, § 1802.) Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW is also submitting comments as a Responsible Agency under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381.) CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority. (Fish & G. Code, § 1600 et seq.) Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), related authorization as provided by the Fish and Game Code will be required.

DRAFT SEIR/EIS COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist the Authority in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. Editorial comments or other suggestions may also be included to improve the document.

S002-2 **SEIR/EIS Comment 1: Section 2.4.1, Page 2-9**
This Project will require a substantial amount of fill material to construct embankments, retained fill, and other constructed features. Analyses of previous high-speed rail segments inaccurately predicted the fill material would be sourced within the Project construction footprint. In order to assess impacts and physical change of the environment from all elements of the Project in its entirety as required by CEQA Guidelines § 15378 subd. (a), if fill cannot be sourced within the construction footprint, estimated acreage of surface disturbance outside of the construction footprint resulting from fill extraction should be disclosed in the final SEIR/EIS. Procedures for limiting impacts are advised to be outlined in the Project description (e.g., obtaining fill in areas not considered habitat for CESA listed species or near protected waterways). Any remaining significant impact should be mitigated accordingly.

Mark McLoughlin, Director of Environmental Services
California High-Speed Rail Authority
January 16, 2018
Page 3

S002-3 **SEIR/EIS Comment 2: Section 3.7, Page 3.7-1**

This document defines biological resources as special-status plant and wildlife species and habitats of concern. However, CEQA and NEPA² requirements to assess significant impacts are not limited to special status species. Please explain if any significant impacts to non-listed species could result from this Project (e.g., impacts restricting the movement of common wildlife species, etc.).

S002-4 **SEIR/EIS Comment 3: Section 3.7, Page 3.7-1**

This section summarizes detailed information contained in the Biological Resources and Wetlands Technical Report. However, much of the information is the same in both reports rather than incorporated by reference. Further, both contain excessive background information that is not unique to the Project. This detracts from the readability and usefulness of the document to decision makers and the public, and is not consistent with CEQA Guidelines, section 15006 and NEPA regulations section 1502.15 and section 1500.4, which address limiting background information and focusing analysis on impacts and issues.

S002-5 **SEIR/EIS Comment 4: Table 3.7-2, Page 3.7-6**

The table indicates that an incidental take permit (ITP) and streambed alteration agreement applications will be submitted to CDFW. As a CEQA Responsible Agency, CDFW must rely on the SEIR/EIS to address the impacts associated with these decisions. Please explain how and where impacts resulting from these permits are addressed in the document.

S002-6 **SEIR/EIS Comment 5: Section 3.7.2.3, Page 3.7-10**

The document states that the core Habitat Study Area includes the proposed project footprint and a 250-foot buffer and that the core Habitat Study Area was the area that was physically surveyed (where access was granted). The latter part of this statement and the fact that areas surveyed were limited based on access contradicts the former part of the definition of the core Habitat Study Area. A clarification of the core Habitat Study Area versus the areas physically surveyed is needed.

S002-7 **SEIR/EIS Comment 6: Section 3.7.2.3, Page 3.7-10**

The Literature Review section explains that before conducting field surveys, the Authority reviewed existing background information to identify the locations of jurisdictional waters, special-status plant and wildlife species, special status plant communities, protected (heritage) trees, wildlife movement areas, natural lands, and federally designated or proposed critical habitat units recorded in the F-B LGA but fails to list the literature resources used. Further, there is no reference to a table that lists those literature resources. An absolute determination of any of the biological resources

² See CEQA Guidelines Appendix G, IV, Biological Resources (d), XVIII, Mandatory Findings of Significance (a), and NEPA regulation 40 C.F.R. § 1502.3.

Submission S002 (Julie Vance, California Department of Fish and Wildlife, January 16, 2018) - Continued

Mark McLoughlin, Director of Environmental Services
California High-Speed Rail Authority
January 16, 2018
Page 4

- S002-7 | cannot be determined fully with a review of background information; thus, CDFW recommends the insertion of "potential" be added to this paragraph.
- S002-8 | **SEIR/EIS Comment 7: Section 3.7.2.3, Page 3.7-10**
Regarding the Literature Review subsection *Jurisdictional Waters* and methodology used to determine the location, type and potential extent of known special aquatic resources features for the identification of wetlands and other waters; CDFW recommends a review of historical aerial images to more effectively determine hydrologic features.
- S002-9 | **SEIR/EIS Comment 8: Section 3.7.2.3, Page 3.7-13**
Regarding the Literature Review subsection *Special-Status Species and Special-Status Plant Communities*, the document states that the California Natural Diversity Database (CNDDB)/Rarefind and California Native Plant Society (CNPS) programs were used to ensure that all special-status species were captured in the query. CDFW would like to state that while both CNDDB/Rarefind and CNPS programs are excellent tools, the databases are populated through voluntary submittal of positive detections and therefore are only as effective as the information included/submitted. Thus, areas of un-surveyed land may have undocumented occurrences of special-status species and special-status plant communities. As a result, it is expected that the outcome of the query underestimate the locations and probable detections of special-status species and plant communities within and adjacent to the construction footprint.
- S002-10 | **SEIR/EIS Comment 9: Section 3.7.2.3, Page 3.7-14**
Regarding the Literature Review subsection *Wildlife Movement Corridors*, the first paragraph states that known wildlife movement corridors were identified through a review of published technical reports and information available from regulatory agencies. Further the document lists two data sources obtained but it is unclear if additional technical reports were used. If additional technical reports were used beyond Penrod et al. (2001 and 2003) these should be cited and/or listed in the document.
- S002-11 | **SEIR/EIS Comment 10: Section 3.7.2.4, Page 3.7-14**
The document states that the habitat conditions for the Project are generally low quality and commensurate to equivalent habitat conditions identified for the southern portion of the Fresno to Bakersfield Section. However, due to the intensively modified landscape of the Central Valley, CESA listed species are often found in areas not considered to be ideal habitat. CESA listed species were found in ruderal and even developed areas in the high-speed rail segments that are currently under construction and presence should be presumed in all areas of potentially suitable and marginally suitable (e.g., adjacent to potentially suitable, containing elements of functional value such as burrows, adjacent to known occurrences of special-status species and plants, etc.) habitats for this Project as well.

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- S002-12 | **SEIR/EIS Comment 11: Section 3.7.2.4, Page 3.7-14**
The document states that permission to enter was only granted for eight parcels. Based on CDFW's knowledge of this area, we believe additional parcels could be significantly impacted by the Project. Because much of the area could not be surveyed, the Authority should assume presence in all areas of potential habitat including certain agricultural areas (see above for discussion on marginally suitable habitat) and include mitigation measures to avoid impacts. Further access achieved was insufficient to adequately analyze resource potential and to conclude that habitat conditions are of low quality.
- S002-13 | **SEIR/EIS Comment 12: Section 3.7.2.4, Page 3.7-15**
Regarding the *Reconnaissance Field Trip* section, ground-truthing and photo-documentation were conducted from roads. Please note that the survey, due to the lack of access and the deficiency of discrete timing to ensure maximum detectability, is inadequate to make an effective determination regarding resource presence or absence, particularly in regards to wetlands.
- S002-14 | **SEIR/EIS Comment 13: Section 3.7.2.4, Page 3.7-15**
Regarding the *Delineation of Jurisdictional Waters* section, it is inappropriate to use United States Waters delineation to determine if Notification under Fish and Game Code section 1602 is required. Activities in any lake or stream feature have the potential to be jurisdictional for CDFW.
- S002-15 | **SEIR/EIS Comment 14: Section 3.7.2.4, Page 3.7-15**
Regarding the *Botanical Surveys* section, the method undertaken for un-surveyed habitats that could support special-status plant species that were identified through visual surveys (i.e., from adjacent public roads or parcels) and aerial interpretation, consistent with the methodology reflected in the Fresno to Bakersfield Section Final EIR/EIS. Issues with this approach include overlooking potentially occupied areas where marginal habitats or areas of intact seedbanks for such species could still occur and potentially support plant populations.
- S002-16 | **SEIR/EIS Comment 15: Section 3.7.2.4, Page 3.7-16**
The *Botanical Surveys* section describes overall regional low quality of habitat and this conclusion is predicated on the California Rapid Assessment Methodology findings for both alignments. CDFW would like to caution that with marginal habitats, and/or areas of recent habitat conversion, and/or areas of low quality habitat, intact seed banks persist and listed plant populations could persist and be inadvertently impacted. Further as stated in the document, the majority of the F-B LGA Special-Status Plant Study Areas consisting of urban or agricultural land with very little natural habitat, and negative results for special-status plant species presence for the May 2014 Project, are likely survey data collected during the California Statewide Drought of 2014. As such, the information should be re-evaluated and surveys and additional data is advised to be collected in at least an average rainfall year.

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- S002-17 | **SEIR/EIS Comment 16: Section 3.7.2.4, Page 3.7-16**
Regarding the Trees section, CDFW recommends that ornamental eucalyptus tree species be carefully considered and surveyed to effectively analyze the State threatened Swainson's hawk (*Buteo swainsoni*) which regularly use eucalyptus ornamentals for nest trees.
- S002-18 | **SEIR/EIS Comment 17: Section 3.7.2.4, Page 3.7-16**
Regarding the *Wildlife Habitat Assessment* section and the windshield survey method from existing public roads used to conduct wildlife habitat assessment surveys in the F-B LGA Habitat Study Area. This type of method along with the restricted survey viewing location from public roads only is inadequate to fully assess wildlife habitats in the F-B LGA segment.
- S002-19 | **SEIR/EIS Comment 18: Section 3.7.2.4, Page 3.7-16**
Regarding Wildlife Movement Corridors, with the limited access for adequate surveys it is unclear that the effort performed would be adequate to fully assess wildlife movement corridors. Please clarify if track stations or camera traps were used in existing wildlife passages or crossings, described as culverts, washes, and automobile and train bridges that may have assisted with this assessment and if so what the results of such surveys yielded.
- S002-20 | **SEIR/EIS Comment 19: Section 3.7.3.1, Page 3.7-17**
The document states in the *Summary of the May 2014 Project Affected Environment* that aquatic resources that could potentially be affected....."are in poor condition". Please note that aquatic resources in poor condition can still support important and sensitive resources and that the SEIR/EIS is recommended to describe those resources and identify any avoidance, minimization, and mitigation measures to reduce those impacts to less than significant.
- S002-21 | **SEIR/EIS Comment 20: Section 3.7.3.1, Page 3.7-17**
The document relies on the conclusions as presented in the *Summary of the May 2014 Project Affected Environment* which generally states that un-surveyed habitats have a low potential to support special-status plant species. This conclusion is reached because suitable habitat and known occurrence of special status plant species are rare within the May 2014 Project Special-Status Plant Study Area and throughout the Central Valley in general. CDFW would like to re-state that occurrence data derived from voluntary positive detection reporting (i.e., CNDDDB, CNPS, etc.) is only as valuable as the information submitted. Further, areas in private ownership with suitable habitat elements for special-status plant species are often un-surveyed and therefore, lack published occurrence data. As has been stated previously, CDFW does not concur that reliance on voluntary positive detection reporting is a robust methodology for determining potential impacts to special-status plant species and in fact may contribute

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- S002-21 | to significant underestimation of areas where special-status plant species may occur and the impacts to such species in within and adjacent to the construction footprint.
- S002-22 | **SEIR/EIS Comment 21: Section 3.7.3.1, Page 3.7-17**
The document states in the *Summary of the May 2014 Project Affected Environment* that the May 2014 Project is located primarily in agricultural and urban habitats, yet there is suitable, but limited, habitat for special-status amphibian, reptile, mammal, and bird species as well as other native wildlife species. Please note that both agricultural and urban habitats in this area have the ability to support native and special status wildlife species, including but not limited to San Joaquin kit fox (*Vulpes macrotis mutica*).
- S002-23 | **SEIR/EIS Comment 22: Section 3.7.3.1, Page 3.7-17**
The document lists in the *Summary of the May 2014 Project Affected Environment* that special-status wildlife species that may be affected by the May 2014 Project include: Kern brook lamprey (*Entospenus hubbsi*); western spadefoot (*Spea hammondi*); coast horned lizard (*Phrynosoma blainvilli*); burrowing owl (*Athene cunicularia*), Swainson's hawk, and other raptors; Buena Vista Lake orate shrew (*Sorex ornatus relictus*); San Joaquin kit fox; Tipton kangaroo rat (*Dipodomys nigratoides nigratoides*); and special-status bats. This list fails to include additional special-status species that may be affected, including but not limited to: blunt-nosed leopard lizard (*Gambelia sila*), American badger (*Taxidea taxus*), tricolored blackbird (*Agelaius tricolor*), Nelson's antelope squirrel (*Ammospermophilus nelsoni*), and California legless lizard species (*Anniella pulchra* spp.).
- S002-24 | **SEIR/EIS Comment 23: Table 3.7-3, Page 3.7-26**
Bakersfield cactus (*Opuntia basilaris* var *treleasei*) is evaluated as not likely to occur. CDFW recommends a further analysis of this possibility, particularly in the event that the proposed alignment should become shifted for any reason to east of Highway 65 (near and east of Highway 99) as the potential for this species to occur will increase significantly.
- S002-25 | **SEIR/EIS Comment 24: Section 3.7.3.2, Page 3.7-35**
Regarding the *Habitats of Concern* section and the habitats of concern evaluated in the Habitat Study Area.....and wildlife movement corridors, please cite the relevant resources used following the wildlife movement corridors section.
- S002-26 | **SEIR/EIS Comment 25: Section 3.7.3.2, Page 3.7-35**
Regarding the *Special-Status Plant Communities* section. As stated in the document, the entire Special-Status Plant Study Area was not surveyed due to limited permission to enter privileges. As similarly commented above, this effort is inadequate to effectively draw any final conclusions of the extent where special-status plant communities could

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- S002-26 | occur, whether impacts to these communities have been adequately analyzed, and whether the impacts are potentially significant.
- S002-27 | **SEIR/EIS Comment 26: Pages 3.7-37 through 3.7-41, CNDDDB Maps**
Please note that CNDDDB is not a public dataset and use of CNDDDB data on these figures is not consistent with CDFW's data use guidelines. See CDFW's CNDDDB Data use Guidelines (<https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=27285&inline>) and CNDDDB Key Facts (<https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=43527&inline>) for more information.
- S002-28 | **SEIR/EIS Comment 27: Section 3.7.3.2, Page 3.7-53**
Regarding the *Retention/Detention Basins* section and the statement that these basins are always devoid of vegetation. CDFW disagrees with this statement as many of these basin types contain ruderal, grassland, and wetland vegetation. As such, that statement is too broad in nature and is advised to be refined to include the potential for such vegetation to potentially occur. Further, regarding these basin types, the document states that they offer few biological resources to plants and wildlife. CDFW would like to note that these basin types can and often do still support wildlife and wildlife use including as foraging, dispersal, breeding, and refugia habitat.
- S002-29 | **SEIR/EIS Comment 28: Section 3.7.3.2, Page 3.7-53**
Regarding the *Canals/Ditches* section and the statement regarding that canals and ditches offer few biological resources to plants and wildlife. CDFW would like to note that canals and ditches can still support wildlife and wildlife use in this area.
- S002-30 | **SEIR/EIS Comment 29: Section 3.7.3.2, Page 3.7-53**
Regarding the *Canals/Ditches* section and the statement regarding the Kern River. As stated in the document, the extent of waters of the State in these seasonal riverine areas is delineated between the ordinary high water mark and the top of bank where riparian vegetation is absent. Further, it is stated that in the case of the Kern River, the riparian vegetation does not extend beyond the ordinary high water mark and, therefore, the extent of waters of the United States and of the State associated with this feature are the same. CDFW disagrees with this statement and that activities in areas of a stream devoid of vegetation may be jurisdictional pursuant to CDFW Fish and Game Code section 1602. Therefore, CDFW advises this section be revised and CDFW jurisdiction be uncoupled from the definition of waters of the United States.
- S002-31 | **SEIR/EIS Comment 30: Section 3.7.3.2, Page 3.7-61**
Regarding the *Recovery Plans for Federally Listed Species* and the 11 species evaluated for their potential to occur within the F-B LGA Habitat Study Area, CDFW would like to know why Nelson's antelope squirrel, blunt-nosed leopard lizard, and the Buena Vista Lake ornate shrew were not evaluated or if they were accidentally omitted

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- S002-31 | from this section. As such, CDFW recommends that they be evaluated or this section be corrected to include these species.
- S002-32 | **SEIR/EIS Comment 31: Section 3.7.3.2, Page 3.7-69**
Regarding the *Wildlife Movement Corridors* section and the statement that the most significant barriers to wildlife movement were identified as gaps in the riparian habitat and water impoundments, which potentially restrict the movement of terrestrial species across areas that formerly had only intermittent water flow (Penrod et al. 2001). Although this statement is true, it is also true that further fragmentation of the landscape by large barriers will significantly contribute to impacting the remaining existing habitat connectivity and movement corridors. Effective wildlife crossings will be essential to reduce significant impacts to wildlife movement corridors and CDFW recommends that this be thoroughly studied and analyzed, and that this occurs in consultation with experts and the resource agencies to develop effective crossings.
- S002-33 | **SEIR/EIS Comment 32: Section 3.7.4.1, Page 3.7-73**
Regarding the *Special-Status Plant Species* section, the un-surveyed suitable habitats included annual grassland, valley foothill riparian, and alkali desert scrub. CDFW recommends that ruderal, certain agricultural lands (including alfalfa and other low growing and/or open cropping patterns), and recently converted land also be considered as a potential as the seedbanks of such species could be present and could support special status plants or populations. Further, regarding impacts in these un-surveyed areas and the types of impacts on special-status plant species that may occur could include vegetation removal and disturbance, erosion, and increased risk of fire, habitat degradation and fragmentation and the introduction of noxious plant and weed species. CDFW recommends that an analysis in changes in hydrologic regimes should also be considered a potential impact.
- S002-34 | **SEIR/EIS Comment 33: Section 3.7.4.1, Page 3.7-73**
Regarding the *Special-Status Wildlife Species* section, the document fails to include alkali desert scrub to the habitats present that provide best potential to host special-status wildlife species. CDFW recommends adding in this habitat type. Further, the direct permanent impacts section fails to include disruption of breeding opportunities. CDFW recommends adding this impact and a thorough analysis of this impact to the section.
- S002-35 | **SEIR/EIS Comment 34: Section 3.7.4.1, Page 3.7-74**
In the Habitats of Concern, subsection *Special-Status Plant Communities*, the document fails to include rural and agricultural to its setting which characterizes the May 2014 Project only as urban with small and fragmented remaining natural areas. CDFW recommends a revision to this section to better characterize the setting of the Project.

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- S002-36 | **SEIR/EIS Comment 35: Section 3.7.4.1, Page 3.7-74**
Regarding the Habitats of Concern, subsection *Wildlife Movement Waters*, placement/staging of fill in a waterway, CDFW cautions that such activity could result in a Fish and Game Code section 5650 Water Pollution violation.
- S002-37 | **SEIR/EIS Comment 36: Section 3.7.4.1, Page 3.7-75**
Regarding the Habitats of Concern, subsection *Wildlife Movement Corridors*, CDFW advises the inclusion of the at-grade embankment as an impact to wildlife movement and that this impact be thoroughly analyzed as a barrier to movement, gene flow, and reproductive success and discuss this in the context of planned wildlife crossings. This analysis is lacking, as are crucial measures to reduce these impacts to less than significant for species such as Nelson's antelope squirrel, Tipton kangaroo rat, and blunt-nosed leopard lizard, for which there is little to no data to demonstrate that wildlife crossings are successful in sustaining permeability for these critically endangered species.
- S002-38 | **SEIR/EIS Comment 37: Section 3.7.4.2, Page 3.7-76**
Regarding the *BIO #1-Construction Effects on Special Status Plant Species*, CDFW recommends including a map following this section to better depict the Special Status Plant Species Study Area.
- S002-39 | **SEIR/EIS Comment 38: Section 3.7.4.2, Page 3.7-77**
Regarding *BIO #2-Construction Effects on Special-Status Wildlife*, CDFW recommends that barren, roadside, ruderal and other habitats be considered suitable habitats for special status wildlife.
- S002-40 | **SEIR/EIS Comment 39: Section 3.7.4.2, Table 3.7-7, Page 3.7-77 through 3.7-79**
CDFW recommends that Table 3.7-7 be re-evaluated and corrected as many vegetation communities and wildlife associations were not included in this table. As a result, for certain species, the absence of these key vegetation communities offers a flawed conclusion that some species do not have potential habitat (i.e., alkali sink) when in fact, that is not the case and species, such as Nelson's antelope squirrel could be present within the construction footprint while not acknowledged as a risk for potential presence in the document. CDFW finds that this methodology lends to conceivable gross underestimation of suitable habitat types and species presence within the construction footprint that may have consequences and cause delays in analyzing impacts for the purposes of the Authority obtaining permits under Fish and Game Code Section 2081(b).
- S002-41 | **SEIR/EIS Comment 40: Section 3.7.4.2, Page 3.7-80**
There is no assessment of impacts to the fully-protected blunt-nosed leopard lizard. Impacts to blunt-nosed leopard lizard may occur as a result of the Project in the form of burrow collapse, habitat fragmentation, vehicle strikes, loss of site fidelity, lost breeding

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- S002-41 | opportunities and/or success, etc. and further, as depicted from the presented CNDDB Special-Status Wildlife Species map (Figure 3.7-6) there are documented occurrences of the species within the vicinity of the F-B LGA. Because blunt-nosed leopard lizard is a fully protected species, no take incidental or otherwise, can be authorized by CDFW. Therefore, CDFW recommends protocol-level surveys prior to any ground-disturbing activities in all areas of suitable habitat. Suitable blunt-nosed leopard lizard habitat includes areas of grassland and upland scrub that contain requisite habitat elements, such as small mammal burrows. Blunt-nosed leopard lizard also use open space patches between suitable habitats, including disturbed sites and unpaved access roadways. Surveys should follow CDFW's protocol-level survey methods described in the "Approved Survey Methodology for the Blunt-nosed Leopard Lizard" (CDFG, 2004). These surveys, designed to optimize blunt-nosed leopard lizard detectability, reasonably assure CDFW that construction project implementation will not result in take of this fully protected species. CDFW advises completion of BNLL surveys no more than one year prior to initiation of the ground or vegetation disturbance if construction activities will affect potential habitat. Blunt-nosed leopard lizard detection during protocol-level surveys warrants consultation with CDFW to discuss how to implement the tiered project and avoid take.
- It is important to note that protocol-level surveys must be conducted on multiple dates during late spring, summer, and fall and that within these time periods there are specific protocol-level date, temperature, and time parameters which must be adhered to. As a result, protocol-level surveys for blunt-nosed leopard lizard are not synonymous with 30-day "preconstruction surveys" often recommended for other wildlife species. CDFW recommends fully addressing avoidance, minimization, and mitigation measures for blunt-nosed leopard lizard in the document and that these measures be included as enforceable mitigation in the finalized document.
- S002-42 | **SEIR/EIS Comment 41: Section 3.7.4.2, Table 3.7.9, Page 3.7-82**
Regarding statements under the heading of additional CDFW Riparian, it is unclear what this is intended to include. As stated previously, riparian vegetation may or may not be present for CDFW to make a jurisdictional determination that activities which occur in streams and waterbodies that have no riparian vegetation are subject to notification pursuant to Fish and Game Code section 1602.
- S002-43 | **SEIR/EIS Comment 42: Section 3.7.4.2, Page 3.7-84**
Regarding the *Seasonal Riverine* section and the placement of supports, if the size and frequency of such supports are known, please include in the document to assist with the interpretation that these will be minor permanent impacts.
- S002-44 | **SEIR/EIS Comment 43: Section 3.7.4.2, Page 3.7-84**
Regarding Conservation Areas subsection *Habitat Conservation Plans*, CDFW would like to state that the Metropolitan Bakersfield Habitat Conservation Plan (HCP) is dated

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- S002-44 | circa 1994 and "adequate mitigation" ratios determined in that HCP are likely not reflective of what adequate mitigation ratios would be in present time. As such, CDFW does not concur that the mitigation as presented in the document is sufficient to reduce the impacts to multiple habitat types, and to special-status species that potentially occupy the habitats, to less than significant. Further, CDFW finds that the mitigation as presented in the document is inadequate to fully mitigate and offset the taking of State-listed species in order for CDFW to issue an incidental take permit pursuant to Fish and Game Code Section 2081(b)(2).
- S002-45 | **SEIR/EIS Comment 44: Section 3.7.4.2, Page 3.7-86**
BIO #5-Project Effects on Special Status Plant Species *Direct Effects*. CDFW recommends adding "further" to the statement related to operational activities that require maintenance of the railway with respect to direct effects to special-status plant species. In addition, an area that sustains continuous impacts should be analyzed as a direct and permanent impact.
- S002-46 | **SEIR/EIS Comment 45: Section 3.7.4.2, Page 3.7-86**
BIO #5-Project Effects on Special Status Plant Species *Indirect Effects*. Impacts to a much lesser degree as described is subjective as herbicide use, grading and disking for fire control could be detrimental for re-colonized special-status plant species.
- S002-47 | **SEIR/EIS Comment 46: Section 3.7.4.2, Page 3.7-86**
BIO #6-Project Effects on Special Status Wildlife Species, *Direct Effects*. CDFW recommends including herbicide application to where maintenance-associated ground disturbance, clearing, or grubbing are listed.
- S002-48 | **SEIR/EIS Comment 47: Section 3.7.4.2, Page 3.7-87**
BIO #6-Project Effects on Special Status Wildlife Species, *Indirect Effects*. CDFW recommends adding "further" to the statement related to operational activities that require maintenance of the railway with respect to special-status wildlife species.
- S002-49 | **SEIR/EIS Comment 48: Section 3.7.4.2, Page 3.7-87**
BIO #7-Project Effects on Habitats of Concern, Special status plant communities, *Direct Effects*. CDFW recommends adding "further" to the statement related to operational activities that require maintenance of the railway with respect to direct effects to special-status plant communities.
- S002-50 | **SEIR/EIS Comment 49: Section 3.7.4.2, Page 3.7-87**
BIO #7-Project Effects on Habitats of Concern, Special-status plant communities, *Indirect Effects*. CDFW recommends adding "further" to the statement related to operational activities that require maintenance of the railway with respect to indirect effects to special-status plant communities.

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- S002-51 | **SEIR/EIS Comment 50: Section 3.7.4.2, Page 3.7-87**
BIO #7-Project Effects on Habitats of Concern, Jurisdictional waters, *Indirect Effects*. CDFW may consider activities jurisdictional on un-named tributaries in addition to streams and waterbodies already named in the document.
- S002-52 | **SEIR/EIS Comment 51: Table 3.7-11, Page 3.7-88**
BIO-AM#2 explains that wildlife crossing opportunities will be located along the locally generated alternative. Consultation with CDFW and the United States Fish and Wildlife Service to identify crossing locations that would increase likelihood of use by wildlife is encouraged and should be included in the document as an enforceable mitigation measure.
- S002-53 | **SEIR/EIS Comment 52: Table 3.7-13, Pages 3.7-91 and 3.7-92**
This table states that the portion of BIO-MM#57 and all of BIO-MM#26, 27, and 28 specific to blunt-nosed leopard lizard are not applicable due to absence of suitable habitat, and that the locally generated alternative would not affect the species. This Project is within the range of blunt-nosed leopard lizard and the species has the potential to occur in the Project area and be impacted by the Project. CDFW suggests BIO-MM# 26, 27, 28, and #57 be included in this SEIR/EIS.
- S002-54 | **SEIR/EIS Comment 53: Section 3.7.4.2, Page 3.7-94**
Regarding BIO-MM#67 Compensate for Impacts on Buena Vista Lake ornate shrew (BVLOS). CDFW believes that the proposed compensatory mitigation ratios for this species, particularly for xeric suitable habitat, is insufficient to reduce the loss of these habitat types to less than significant. Due to the lack of biological information regarding this species and associated habitat use, information to support this proposed ratio is inadequate and does not effectively analyze the habitat value as necessary to sustain the continued use and existence for Buena Vista Lake ornate shrew. CDFW advises xeric suitable habitat be evaluated consistent with and afforded the same habitat weight importance as mesic suitable habitats.
- S002-55 | **SEIR/EIS Comment 54: Section 3.7.5.3, Page 3.7-95**
This section includes a proposal for compensatory mitigation for special-status plant species at a 1:1 ratio, and indicates impacts would result in less than significant impact under CEQA. Please note, mitigation ratios, and/or other measures for CESA-listed plant species will need to meet the full mitigation requirement pursuant to section 2081(b)(2) of the Fish and Game Code, the details of which will be determined through the incidental take permit process.

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BIOLOGICAL RESOURCES AND WETLANDS TECHNICAL REPORT COMMENTS AND RECOMMENDATIONS

CDFW offers the following comments and recommendations on the Biological Resources and Wetlands Technical Report (BRWTR) prepared to evaluate the biological resources present in or potentially affected by the Fresno to Bakersfield Section Locally Generated Alternative and cited in the Draft SEIR/EIS.

BRWTR Comment 1: Section 6.2.1.2, Pages 6-6 through 6-10
See SEIR/EIS comment 6.

BRWTR Comment 2: Section 6.2.1.2, Pages 6-11 through 6-18
Although measures are proposed here, different mitigation measures may be required in the incidental take permit in order to meet the full mitigation requirement pursuant to Fish and Game code Section 2081(b)(2).

BRWTR Comment 3: Table 6-7, Page 6-30
The table lists that 113 eucalyptus trees would be removed. Please note that eucalyptus trees are often used for nesting by the State-listed threatened Swainson's hawk as well as other special status raptors.

BRWTR Comment 4: Section 6.2.1.3, Page 6-21
The biological monitor would require CDFW approval to conduct work in compliance with any CDFW issued permits for the Project.

BRWTR Comment 5: Section 9.5.5.2, Page 9-6
This section states that additional avoidance and minimization measures for fully protected species would be identified through consultation with CDFW. CDFW advises consultation should take place as soon as possible to ensure the appropriate measures would be included in the final SEIR/EIS as enforceable avoidance, minimization, and mitigation measures. Absent this approach, CDFW is concerned the impacts are clearly not analyzed, that mitigation is essentially deferred, and the impacts are not effectively reduced to less than significant.

BRWTR Comment 6: Appendix E, Page E-5
This Project lies within the range of the endangered and fully protected blunt-nosed leopard lizard (Fish & G. Code, § 5050, subd. (b)(1)). This species has the potential to occur in the Project area and may be affected.

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CONCLUSION

In summary, the Fresno to Bakersfield section of the high-speed train system continues to have the potential to result in several significant impacts to California's wildlife. Construction and operation of the high-speed train will impact specially-designated species and sensitive habitat. The implementation of the Fresno to Bakersfield section of the high-speed train will continue to require close coordination between the CDFW and the Authority to ensure that construction and operation will have a minimal impact to the public resources and the wildlife of the State of California.

CDFW appreciates the opportunity to comment on the Draft SEIR/EIS to assist the Authority in identifying and mitigating Project impacts on biological resources. Questions regarding this letter or further coordination should be directed to Krista Tomlinson, Senior Environmental Scientist (Supervisor), at 559-243-4014, extension 223, or Krista.Tomlinson@wildlife.ca.gov.

Sincerely,



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Regional Manager

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Comment noted. The Authority recognizes CDFW's role as both a Trustee and Responsible Agency under CEQA and acknowledges that additional authorizations may be required for the project pursuant to the California Fish and Game Code.

S002-2

The assumption for the availability and source of fill materials for the F-B LGA is consistent with the May 2014 Project in order to provide an apples-to-apples comparison of the two alternatives in the Draft Supplemental EIR/EIS. As stated in Section 2.4.1 of the Draft Supplemental EIR/EIS, "Fill materials required for the project would be obtained from commercially available sources because no borrow sites have been identified. Acquisition of additional fill material would be reflected in the design-bid contractor's bid (F-B LGA PEPD Record Set Constructability Assessment Memorandum [Oct 2016, Page 5-1, Section 5.3 Earthwork, paragraph 2].)"

Refer to page 3.9-2 of the Fresno to Bakersfield Section Final EIR/EIS (Geology, Soils, and Seismicity), which states that commercially-available, permitted aggregate resources for the at-grade portion of the alignment would be sourced from alluvial sources in the San Joaquin Valley, including Fresno (greater Fresno-Clovis metropolitan area), North Tulare County (Visalia/Tulare Area), South Tulare County (Porterville area), Bakersfield (Oildale to Tehachapi), and Palmdale. Permitted aggregate resources in these five areas equal approximately 370,000,000 tons (California Geological Survey 2012). Of these permitted resources, the Fresno to Bakersfield Section, as evaluated in the Final EIR/EIS (i.e., inclusive of the May 2014 Project), would require about 2.3 million tons, which represents approximately 0.6 percent of the permitted aggregate resources in these five areas.

The fill requirements are expected to be similar for the F-B LGA and May 2014 Project due to the total length of each alternative on embankment/at-grade or on retained fill (approximately 12.5 miles for the F-B LGA and 11.3 miles for the May 2014 Project). Therefore, the assumption of fill requirements for the Fresno to Bakersfield Section, as stated in the Final EIR/EIS, is still applicable to the F-B LGA and would not exceed the available permitted aggregate resources in the San Joaquin Valley.

S002-3

On Page 3.7-1, paragraph 3, the definition of "habitats of concern" is expanded to include special-status plant communities, jurisdictional waters, critical habitat, conservation areas, protected trees, and wildlife movement corridors. It is through impacts to these habitats of concern that substantial impacts to non-special-status species could occur. All of these subjects are thoroughly analyzed in Sections 3.7.2 through 3.7.4. The avoidance and minimization measures for special-status species and habitats of concern are sufficient to avoid significant impacts to non-listed species. Impacts to native fauna are also discussed in the Fresno to Bakersfield Section: Biological Resources and Wetlands Technical Report, pages 5-15 through 5-18.

S002-4

Both CEQA Guidelines, Section 15006, and NEPA regulations Section 1502.15 and 1500.4 direct the preparer of an EIR/EIS to "describe the areas to be affected or created by the alternatives under consideration" and "shall be no longer than necessary to understand the effects of the alternatives." The preparation of an EIR/EIS requires the preparation and review of background material in order to accurately assess impacts resulting from the Project. The level of background information included in the Draft Supplemental EIR/EIS is intended to provide a specific overview of conditions in order to facilitate an apples-to-apples comparison with the May 2014 Project. This is consistent with CEQA and NEPA Guidelines as stated. Additionally, the level of detail included in the Draft Supplemental EIR/EIS is consistent with the 2014 Fresno to Bakersfield Section Final EIR/EIS.

S002-5

Impacts to the various biological resources associated with the project are detailed in Section 3.7.4.2 of the Draft Supplemental EIR/EIS. Mitigation measures to address these impacts are summarized in Section 3.7.5 and detailed in Section 3.7.7, Mitigation Measures, of the Draft Supplemental EIR/EIS. The potential impacts of implementing biological resource mitigation measures are summarized in Section 3.7.7.5, Impacts Resulting from Implementation of Mitigation Measures, of the Fresno to Bakersfield Section Final EIR/EIS. The Project will comply with any additional mitigation measures or permit conditions required as a result of the permitting process.

Response to Submission S002 (Julie Vance, California Department of Fish and Wildlife, January 16, 2018) - Continued

S002-6

Section 3.7.2.3 of the Draft Supplemental EIR/EIS defines the core Habitat Study Area as the project footprint plus a 250-foot buffer. Where access was granted, physical surveys were conducted within the core Habitat Study Area.

Surveys to identify biological resources within the project footprint were conducted on-site where access was available, either through public rights-of-ways or in areas where permission to enter was granted by private landowners. In areas where permission to enter was not granted, public rights-of-ways were used to visually assess inaccessible areas, wherever possible. In areas where no access was available, high-resolution aerial photo interpretation and image processing techniques were used to map the extent of biological resources (e.g., wildlife habitats, jurisdictional waters). For areas that were not surveyed on-site, biological resources were mapped conservatively to include areas potentially containing biological resources based on the judgment of the project biologists. The collective body of baseline information developed for property where no permission for access was granted, including the results of the aerial photograph interpretation survey areas, provided an adequate baseline to inform the environmental analysis and mitigation strategy. Information regarding the condition of jurisdictional waters was obtained through application of the California Rapid Assessment Method (CRAM) at select sites where Authority was able to obtain permission to enter the property. Additional information on access and survey limitations is presented in Section 4.2.4 of the F-B LGA Biological Resources and Wetlands Technical Report.

Because permission to enter was not received or ever anticipated across the entire study area, a direct comparison of field survey data could not be conducted across or between the May 2014 Project and the F-B LGA. Therefore, a conservative approach was taken to apply the same level of impact analysis for both alternatives regardless of permission to enter status. The conservative approach to impact analysis assumes presence of special-status species within their range where suitable habitat exists, which results in a direct comparison of impacts to each special special-status species. This approach is common among infrastructure projects in the State of California. This adequate and conservative impact analysis provides a worst-case scenario for analyzing impacts, and maximizes compensatory mitigation requirements.

S002-7

The baseline conditions for biological resources in the Draft Supplemental EIR/EIS were established using numerous data sources to define the existing physical conditions in the project vicinity. These data sources, which are generally referenced in the Literature Review section, are detailed in the subsequent pages of Section 3.7.2.3 and include a tremendous amount of existing information found within the California Natural Diversity Database, the California Native Plant Society Online Inventory of Rare and Endangered Plants of California, California Wildlife Habitat Relationship System, USFWS Recovery Plans, and USFWS Birds of Conservation Concern. For jurisdictional waters, many existing resources were consulted including the National Wetlands Inventory, Natural Resource Conservation Service Hydrologic Unit Code Basins dataset, National Hydrography dataset, and Holland Central Valley Vernal Pool Complexes data layer, among others. Wildlife movement corridors were identified through additional review of published technical data available from regulatory agencies.

The assimilation of existing data and literature regarding existing biological conditions in the project area was supplemented with data developed during extensive field surveys that were conducted on all parcels where the Authority was able to obtain permission to enter the property, as described in Section 3.7.2.4 of the Draft Supplemental EIR/EIS. These surveys were conducted to map, quantify, and identify the extent of biological resources within the study area.

Additional details on the literature review and survey methodology are presented in Section 4.2 of the F-B LGA Biological Resources and Wetlands Technical Report.

S002-8

For jurisdictional waters, many existing resources were consulted, including the National Wetlands Inventory, Natural Resource Conservation Service Hydrologic Unit Code Basins dataset, National Hydrography dataset, and Holland Central Valley Vernal Pool Complexes data layer, among others. Historical aerial images were also reviewed when determining the presence and extent of hydrologic features.

Response to Submission S002 (Julie Vance, California Department of Fish and Wildlife, January 16, 2018) - Continued

S002-9

The Authority agrees that with the commenter that special-status plants and plant communities may be at more locations in or near the project footprint than documented in the CNDDDB and CNPS on-line inventory. Thus, a conservative approach was taken in the Draft Supplemental EIR/EIS, using multiple data sources, assuming presence of special-status plant species where in areas where suitable habitat exists, and requiring pre-construction surveys. This approach is described in greater detail below.

The baseline conditions for biological resources in the Draft Supplemental EIR/EIS were established using numerous data sources to define the existing physical conditions in the project vicinity. These data sources include a tremendous amount of existing information found with the California Natural Diversity Database, the California Native Plant Society Online Inventory of Rare and Endangered Plants of California, California Wildlife Habitat Relationship (CWHR) System, USFWS Recovery Plans, and USFWS Birds of Conservation Concern. Additional information can be found in Section 3.7.2.3 of the Draft Supplemental EIR/EIS. The assimilation of existing data and literature regarding existing biological conditions in the project area was supplemented with data developed during extensive field surveys that were conducted on all parcels where the Authority was able to obtain permission to enter the property.

Special-status plant community surveys for parcels where permission to enter was granted were conducted in 2015. For areas that were not surveyed on-site, biological resources were mapped conservatively to include areas potentially containing biological resources based on the judgement of the project biologists. Presence of special-status plant species is assumed in areas where suitable habitat occurs (as identified in the CWHR or other published agency literature). The collective body of baseline information developed for property where no permission for access was granted, including the results of the aerial photograph interpretation survey areas, provided an adequate baseline to inform the environmental analysis and mitigation strategy. This approach is widely used in California on large infrastructure projects and other projects where permission to enter is limited, and provides a reasonable and consistent approach to the assessment of potential for species presence/absence (even without protocol-level surveys) and allows for a reasonable identification of potential impacts and an appropriate comparison of the May 2014 Project and the F-B LGA. The net result is a conservative approach that requires implementation of mitigation measures, including

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requirements to conduct protocol-level surveys prior to ground disturbance, but after the Authority has acquired the property associated with the construction and project footprint.

Pre-construction, protocol-level, and focused surveys would be conducted prior to construction and ground disturbing activities and are required as part of the Project's MMEP. Pre-construction surveys are general in nature and are conducted immediately prior to ground disturbing activities. Protocol-level surveys are surveys for special-status biological resources where agencies have an approved published survey method. These surveys would be conducted prior to construction, in advance of construction activities. Focused surveys are proposed for species for which there are no approved survey methods or where alternative methods are proposed. As provided in mitigation measures (BIO-MM#16, BIO-MM#22, BIO-MM#29, BIO-MM#30, BIO-MM#32, BIO-MM#35, BIO-MM#37, BIO-MM#40, BIO-MM#43, and BIO-MM#45), upon acquisition of land and/or permission to enter, surveys for all special-status plant and wildlife species and their habitats would be conducted before any project construction activities would occur. Surveys for special-status plant species and special-status plant communities would be conducted during appropriate blooming periods (BIO-MM#16).

S002-10

As reflected in Section 5 of the Biological Resources and Wetlands Technical Report prepared for the F-B LGA, numerous state- and regional-level studies addressing connectivity and wildlife movement in California were referenced for the analysis of wildlife corridor effects (e.g., Penrod et al. 2001; Penrod et al. 2003; ESRP 2009; USFWS 1998; Spencer et al. 2010). These sources represent the most recent and the best commercially available science on wildlife movement and migration corridors in the state of California. Collectively, these studies identify one major linkage area that intersects the F-B LGA alignment (shown on Figure 3.7-12 of the Draft Supplemental EIR/EIS) and that could serve as a movement corridor at the following general location: Kern River linkage (connectivity choke-point linkage).

Response to Submission S002 (Julie Vance, California Department of Fish and Wildlife, January 16, 2018) - Continued

S002-11

Although habitats affected by the Project are generally of low quality, the Draft Supplemental EIR/EIS considered all identified habitat potentially suitable regardless of its quality. Habitat was identified by applying the California Wildlife Habitat Relationship System (CWHR). CHWR provides for combining mapped land uses/land cover with the species' known geographic range to determine suitable habitats for wildlife species. This system is a widely used tool, and the approach of the Draft Supplemental EIR/EIS assumes presence of special-status wildlife species in areas where suitable habitat occurs (as identified in the CWHR or other published agency literature). This approach is widely used in California on large infrastructure projects and other projects where permission to enter is limited, and provides a reasonable and consistent approach to the assessment of potential for wildlife presence/absence (even without protocol-level surveys) and allows for a reasonable identification of potential impacts and an appropriate comparison of the May 2014 Project and the F-B LGA. The net result is a conservative approach that requires implementation of mitigation measures, including requirements to conduct protocol-level surveys prior to ground disturbance, but after the Authority has acquired the property associated with the construction and project footprint. Due to project schedule and limited access to subject properties, protocol-level surveys for special-status wildlife species were not proposed or conducted. Because protocol-level wildlife species surveys were not performed during biological resource surveys for the Draft Supplemental EIR/EIS, they have been included as mitigation measures to confirm locations of sensitive biological resources before the start of ground-disturbing activities. As provided in mitigation measures (BIO-MM#16, BIO-MM#22, BIO-MM#29, BIO-MM#30, BIO-MM#32, BIO-MM#35, BIO-MM#37, BIO-MM#40, BIO-MM#43, and BIO-MM#45), upon acquisition of land and/or permission to enter, surveys for all special-status plant and wildlife species and their habitat would be conducted before any project construction activities would occur.

S002-12

Refer to Standard Response FB-LGA-Response-BIO-01: Mitigation Measures (Resources, Details and Phasing, Responsibilities and Future Planning).

The California Wildlife Habitat Relationship System (CWHR) provides for mapping habitat and land uses which are crossed with the species' known geographic range to

S002-12

determine suitable habitats for special-status wildlife species. This system is a widely used tool, and the approach assumes presence of special-status wildlife species in areas where suitable habitat occurs (as identified in the CWHR or other published agency literature). This approach is widely used in California on large infrastructure projects and other projects where permission to enter is limited, and provides a reasonable and consistent approach to the assessment of potential for wildlife presence/absence (even without protocol-level surveys) and allows for a reasonable identification of potential impacts and an appropriate comparison of the May 2014 Project and the F-B LGA. The net result is a conservative approach that requires implementation of mitigation measures, including requirements to conduct protocol-level surveys prior to ground disturbance, but after the Authority has acquired the property associated with the construction and project footprint. Due to project schedule and limited access to subject properties, protocol-level surveys for special-status wildlife species were not proposed or conducted. Because protocol-level wildlife species surveys were not performed during biological resource surveys for the Draft Supplemental EIR/EIS, they have been included as mitigation measures to confirm locations of sensitive biological resources before the start of ground-disturbing activities. As provided in mitigation measures (BIO-MM#16, BIO-MM#22, BIO-MM#29, BIO-MM#30, BIO-MM#32, BIO-MM#35, BIO-MM#37, BIO-MM#40, BIO-MM#43, and BIO-MM#45), upon acquisition of land and/or permission to enter, surveys for all special-status plant and wildlife species and their habitat would be conducted before any project construction activities would occur.

The mitigation measures described above also prescribe management techniques if species are detected (establishment and implementation of seasonal avoidance, establishment of buffers, etc.), as well as techniques to ensure species do not access the project site (BIO-MM#7, establishment of Environmental Sensitive Areas, and BIO-MM#8, wildlife exclusion fencing). In the event that any special status species are detected in work areas, construction activities would be stopped (BIO-MM#13) and if accidental "take" of special-status species occur, the appropriate regulatory agencies would be notified (BIO-MM#14). A number of existing USFWS and CDFW guidelines would be implemented in areas where pre-construction, protocol-level or focused surveys identify special-status species. These measures would avoid, minimize, and/or compensate for the unavoidable impacts to special-status species or their habitat.

Response to Submission S002 (Julie Vance, California Department of Fish and Wildlife, January 16, 2018) - Continued

S002-12

Specifically, the measures include establishing buffers and restricting construction activities for Swainson's hawks (BIO-MM#33), avoiding and minimizing impacts to burrowing owls (BIO-MM#36), relocating small mammals (BIO-MM#38, BIO-MM#39), and minimizing impacts on San Joaquin kit fox (BIO-MM#46).

Project-specific mitigation measures would also be implemented to avoid, minimize or compensate for impacts on biological resources. These measures include salvage, relocation and/or propagation of special-status plant species (BIO-MM#17); conducting reptile and amphibian monitoring, avoidance, and relocation (BIO-MM#23); establishment of exclusion areas for breeding birds (BIO-MM#29); monitoring of raptor nests (BIO-MM#30); avoidance and minimization of impacts to mammals (BIO-MM#38, BIO-MM#41, BIO-MM#42, and BIO-MM#44); and monitoring and establishment of buffers around protected trees (BIO-MM#50).

By conducting pre-construction surveys closer to the initiation of construction, biological resources that have recently colonized the study area can be detected and will be more accurate. Additionally, pre-construction surveys provide an opportunity to survey those parcels where permission to enter was not granted by land-owners previously. Pre-construction surveys are a standard requirement for permits issued by regulatory agencies and are included, in part, in anticipation of this requirement. Pre-construction surveys are also included as mitigation measures because they could not be conducted as part of the Draft Supplemental EIR/EIS. Because pre-construction surveys would identify specific locations of biological resources that are otherwise assumed to be present in the Draft Supplemental EIR/EIS, individuals or populations could then be avoided, or effects could be minimized by implementing other Draft Supplemental EIR/EIS mitigation measures. These mitigation measures (BIO-MM#16, BIO-MM#22, BIO-MM#29, BIO-MM#30, BIO-MM#32, BIO-MM#35, BIO-MM#37, BIO-MM#40, BIO-MM#43, and BIO-MM#45) would contribute to site-specific identification of biological resource and contribute toward the mitigation of impacts identified in the Draft Supplemental EIR/EIS.

S002-13

Although the accuracy and precision of wetland mapping is reduced somewhat by

S002-13

incomplete site access, as noted in the comment, incomplete site access does not preclude effective determination of the significance of impacts to wetlands or of differences among alternatives in their impacts. The Draft Supplemental EIR/EIS provides an effective, conservative analysis based on a wetland delineation. Jurisdictional waters were delineated in 2015 in accordance with U.S. Army Corps of Engineers procedures. Details on survey methodology are presented in Section 4.2 of the F-B LGA Biological Resources and Wetlands Technical Report.

Surveys to identify biological resources within the project footprint were conducted on-site where access was available, either through public rights-of-way or in areas where permission to enter was granted by private landowners. In areas where permission to enter was not granted, public rights-of-way were used to visually assess inaccessible areas, wherever possible. In areas where no access was available, high-resolution aerial photo interpretation and image processing techniques were used to map the extent of biological resources (e.g., jurisdictional waters). For areas that were not surveyed on-site, biological resources were mapped conservatively to include areas potentially containing biological resources based on the judgment of the project biologists. The collective body of baseline information developed for property where no permission for access was granted, including the results of the aerial photograph interpretation survey areas, provided an adequate baseline to inform the environmental analysis and mitigation strategy. Information regarding the condition of jurisdictional waters was obtained through application of the California Rapid Assessment Method (CRAM) at select sites where Authority was able to obtain permission to enter the property. Additional information on access and survey limitations is presented in Section 4.2.4 of the F-B LGA Biological Resources and Wetlands Technical Report.

Although the majority of the surveys for the F-B LGA were conducted up to two years prior to the publication of the Draft Supplemental EIR/EIS, the survey data is still valid as the existing conditions have not substantially changed during this period. Additionally, as newer aerial photography has become available, wetland data has been checked and re-analyzed to better estimate field conditions. Biological resource and wetlands identified during these surveys are likely still present in the study area. Because of the conservative approach, the existing conditions and impact analysis appropriately inform the environmental document.

Response to Submission S002 (Julie Vance, California Department of Fish and Wildlife, January 16, 2018) - Continued

S002-13

Because permission to enter was not received or ever anticipated across the entire study area, a direct comparison of field survey data could not be conducted across or between the May 2014 Project and the F-B LGA. Therefore, a conservative approach was taken to apply the same level of impact analysis across all alternatives regardless of permission to enter status. This approach is common among infrastructure projects in the State of California. This adequate and conservative impact analysis provides a worst-case scenario for analyzing impacts, and maximizes compensatory mitigation requirements.

S002-14

The delineation of the extent of waters of the State for the F-B LGA is consistent with the approach for delineating the waters of the State for the May 2014 Project. To maintain an apples-to-apples comparison with the F-B LGA and May 2014 Project, consistency of jurisdictional limits was maintained. The extent of CDFW jurisdiction will be negotiated during acquisition of the 1602 Lake or Streambed Alteration Agreement.

S002-15

For areas that were not surveyed on-site, biological resources were mapped conservatively to include areas potentially containing biological resources based on the judgment of the project biologists. The collective body of baseline information developed for property where no permission for access was granted, including the results of the aerial photograph interpretation survey areas, provided an adequate baseline to inform the environmental analysis and mitigation strategy. Because of the conservative approach, the existing conditions and impact analysis appropriately inform the environmental document. Since permission to enter was not received or ever anticipated across the entire study area, a direct comparison of field survey data could not be conducted across or between the May 2014 Project and the F-B LGA. Therefore, the conservative approach was taken to apply the same level of impact analysis across all alternatives regardless of permission to enter status. The conservative approach to impact analysis assumes presence of special-status species within their range where suitable habitat exists, which results in a direct comparison of impacts to each special-

S002-15

status species. This approach is common among infrastructure projects in the State of California. This adequate and conservative impact analysis provides a worst-case scenario for analyzing impacts, and maximizes compensatory mitigation requirements. As provided in mitigation measures (BIO-MM#16, BIO-MM#22, BIO-MM#29, BIO-MM#30, BIO-MM#32, BIO-MM#35, BIO-MM#37, BIO-MM#40, BIO-MM#43, and BIO-MM#45), upon acquisition of land and/or permission to enter, surveys for all special-status plant and wildlife species and their habitat would be conducted before any project construction activities would occur. Surveys for special-status plant species and special-status plant communities would be conducted during appropriate blooming periods (BIO-MM#16).

S002-16

Botanical surveys for the May 2014 Project were conducted in March, April, May, and June 2010 (see Section 3.7.3.3. of the Fresno to Bakersfield Section Final EIR/EIS). Botanical surveys for the F-B LGA were conducted in 2015 (refer to Section 4.2.2 of the Supplemental Biological Resources and Wetlands Technical Report). Since permission to enter was not received or ever anticipated across the entire study area, a direct comparison of field survey data could not be conducted across or between the May 2014 Project and the F-B LGA. Therefore, a conservative approach was taken to apply the same level of impact analysis across all alternative regardless of permission to enter status, which assumes presence of special-status species within their range where suitable habitat exists, resulting in a direct comparison of impacts to each special-status species. For the F-B LGA, upon acquisition of land and/or permission to enter, surveys for all special-status plant and wildlife species and their habitat would be conducted before any project construction activities would occur. Surveys for special-status plant species and special-status plant communities would be conducted during appropriate blooming periods (BIO-MM#16).

S002-17

Figure 3.7-11 of the Draft Supplemental EIR/EIS shows the locations of all eucalyptus tree species occurring within the Special-Status Plant Study Area.

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S002-17

Pre-construction, protocol-level, and focused surveys would be conducted prior to construction and ground disturbing activities and required as part of the Project's MMEP. Because protocol-level wildlife species surveys were not performed during biological resource surveys for the Supplemental EIR/EIS, they have been included as mitigation measures to confirm locations of sensitive biological resources before the start of ground-disturbing activities. As provided in mitigation measures (BIO-MM#16, BIO-MM#22, BIO-MM#29, BIO-MM#30, BIO-MM#32, BIO-MM#35, BIO-MM#37, BIO-MM#40, BIO-MM#43, and BIO-MM#45), upon acquisition of land and/or permission to enter, surveys for all special-status plant and wildlife species and their habitat would be conducted before any project construction activities would occur. Protocol-level surveys for Swainson's hawk (BIO-MM#32) would be performed in areas within the species range and in areas with potential habitat for these species. Pre-construction and focused surveys following the methods described in the Supplemental EIR/EIS would also be conducted for birds and their nests protected under the Migratory Bird Treaty Act (BIO-MM#29) and raptors (BIO-MM#30 and BIO-MM#32).

S002-18

Windshield surveys were not relied on to provide a full assessment of wildlife habitats. Rather, multiple information sources and tools were used. For areas that were not surveyed on-site, biological resources were mapped conservatively to include areas potentially containing biological resources based on the judgment of the project biologists. Wildlife habitat mapping conducted in 2015 also applied the California Department of Fish and Wildlife's California Wildlife Habitat Relationship System (CWHRS), which provides for mapping habitat and land uses that are crossed with the species' known geographic range to determine suitable habitats for special-status wildlife species. This system is a widely used tool, and the approach assumes presence of special-status wildlife species in areas where suitable habitat occurs (as identified in the CWHRS or other published agency literature). This approach is widely used in California on large infrastructure projects and other projects where permission to enter is limited, and provides a reasonable and consistent approach to the assessment of potential for wildlife presence/absence (even without protocol-level surveys) and allows for a reasonable identification of potential impacts and an appropriate comparison of the May 2014 Project and the F-B LGA. The net result is a conservative approach that

S002-18

requires implementation of mitigation measures, including requirements to conduct protocol-level surveys prior to ground disturbance, but after the Authority has acquired the property associated with the construction and project footprint. Due to project schedule and limited access to subject properties, protocol-level surveys for special-status wildlife species were not proposed or conducted. Because protocol-level wildlife species surveys were not performed during biological resource surveys for the Supplemental EIR/EIS, they have been included as mitigation measures to confirm locations of sensitive biological resources before the start of ground-disturbing activities. As provided in mitigation measures (BIO-MM#16, BIO-MM#22, BIO-MM#29, BIO-MM#30, BIO-MM#32, BIO-MM#35, BIO-MM#37, BIO-MM#40, BIO-MM#43, and BIO-MM#45), upon acquisition of land and/or permission to enter, surveys for all special-status plant and wildlife species and their habitat would be conducted before any project construction activities would occur.

S002-19

In an effort to help guide landscape-level planning to maintain habitat connectivity among the patchy network of natural habitat that remains in the San Joaquin Valley, state- and regional-level studies addressing connectivity and wildlife movement in California have been conducted (Penrod et al. 2001; Penrod et al. 2003; ESRP 2009; USFWS 1998; Spencer et al. 2010). These sources represent the most recent and the best commercially available science on wildlife movement and migration corridors in the state of California. Detailed "empirical" surveys through camera trapping, track plates, radio telemetry, or complex landscape modeling were not called for in the Central Valley Biological Resources and Wetlands Survey Plan (Authority and FRA [2009] 2011a), nor were they practicable or feasible given the private property site-access/permission-to-enter issues.

Collectively, these studies identify one major linkage area that intersects the F-B LGA alignment (shown on Figure 3.7-12 of the Draft Supplemental EIR/EIS) and that could serve as a movement corridor at the following general location: Kern River linkage (connectivity choke-point linkage). The landscape surrounding the Kern River linkage is comprised of urban development, agriculture, and cropland, which provide no value for most special-status and common wildlife species except marginal dispersal and foraging

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S002-19

habitat. Outside of identified wildlife movement areas, especially in agricultural and crop land, terrestrial wildlife movement is expected to be highly localized. Therefore, for a project of this scale, the use of these resources accurately represents the baseline conditions and was deemed appropriate to address wildlife movement on a micro and macro scale. A detailed discussion of this linkage is available in Chapter 3.7, Biological Resources and Wetlands of the Draft Supplemental EIR/EIS, as well as in Section 5.8, Wildlife Movement Corridors, of the Fresno to Bakersfield Section Biological Resources and Wetlands Technical Report.

S002-20

Information regarding the condition of aquatic resources for the May 2014 Project was obtained through application of the California Rapid Assessment Method (CRAM), which determined the condition of aquatic features along the alignment to be poor. Aquatic features along the F-B LGA alignment are similar in nature to those identified for the May 2014 Project, and were therefore assigned the same condition ranking. As aquatic features identified along the F-B LGA alignment are characteristically similar to those along the May 2014 Project alignment, avoidance and minimization and mitigation measures identified in Section 3.7.5 of the Draft Supplemental EIR/EIS are sufficient to reduce impacts on aquatic resources to less than significant. The measures identified in the Draft Supplemental EIR/EIS include numerous measures for avoiding, minimizing, and mitigating impacts to multiple habitats, and measures focused on aquatic habitats, including BIO-MM#47 Restore Temporary Riparian Impacts, BIO-MM#48 Restore Temporary Impacts on Jurisdictional Waters, BIO-MM#49 Monitor Construction Activities within Jurisdictional Waters, BIO-MM#61 Compensate for Permanent Riparian Impacts, and BIO-MM#63 Compensate for Permanent and Temporary Impacts on Jurisdictional Waters.

S002-21

The Authority agrees that with the commenter that reliance on the CNDDDB as the sole basis for determining baseline conditions regarding special-status species would be insufficient. Conversely, determining baseline conditions, without considering the information provided by the CNDDDB regarding regional and local distributions and associated habitats would also be insufficient. Therefore, the Authority has established

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baseline conditions using data from the CNDDDB and other data sources, as described below.

The baseline conditions for biological resources in the Draft Supplemental EIR/EIS were established using numerous data sources to define the existing physical conditions in the project vicinity. These data sources, discussed in Section 3.7.2.3, include a tremendous amount of existing information found with the California Natural Diversity Database, the California Native Plant Society Online Inventory of Rare and Endangered Plants of California, California Wildlife Habitat Relationship System, USFWS Recovery Plans, and USFWS Birds of Conservation Concern. The assimilation of existing data and literature regarding existing biological conditions in the project area was supplemented with data developed during extensive field surveys that were conducted on all parcels where the Authority was able to obtain permission to enter the property. These surveys were conducted to map, quantify, and identify the extent of biological resources within the study area, according to the methods described in the Central Valley Biological Resources and Wetland Survey Plan (2009), which was developed at the request of, and transmitted to natural resources regulatory agencies (Environmental Protection Agency, U.S. Fish and Wildlife Service, National Marine Fisheries Service, U.S. Army Corp of Engineers, California Department of Fish and Game, and the Central Valley Regional Water Quality Control Board). Surveys to identify biological resources within the project footprint were conducted on-site where access was available, either through public rights-of-way or in areas where permission to enter was granted by private landowners. In areas where permission to enter was not granted, public rights-of-way were used to visually assess inaccessible areas, wherever possible. In areas where no access was available, high-resolution aerial photo interpretation and image processing techniques were used to map the extent of biological resources (e.g., special-status species habitats). For areas that were not surveyed on-site, biological resources were mapped conservatively to include areas potentially containing biological resources based on the judgment of the project biologists. The collective body of baseline information developed for property where no permission for access was granted, including the results of the aerial photograph interpretation survey areas, provided an adequate baseline to inform the environmental analysis and mitigation strategy. Additional information on access and survey limitations is presented in Section 4.2.4 of the F-B LGA Biological Resources and Wetlands Technical Report. Because of

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the conservative approach, the existing conditions and impact analysis appropriately inform the environmental document. Because permission to enter was not received or ever anticipated across the entire study area, a direct comparison of field survey data could not be conducted across or between the May 2014 Project and the F-B LGA. Therefore, a conservative approach was taken to apply the same level of impact analysis across all alternatives regardless of permission to enter status. The conservative approach to impact analysis assumes presence of special-status species within their range where suitable habitat exists, which results in a direct comparison of impacts to each special-status species. This approach is common among infrastructure projects in the State of California. This adequate and conservative impact analysis provides a worst-case scenario for analyzing impacts, and maximizes compensatory mitigation requirements.

S002-22

Though special-status species may indeed use agricultural and urban lands for dispersal or foraging, these lands generally provide limited habitat value because of their man-made nature, their vegetation being highly simplified and of reduced cover and biomass, frequent disturbance of soil and vegetation, and high levels of stressors (such as an array of pollutants and harm of animals and disruption of their activities by humans, pets and human commensals e.g., rats]). Nonetheless, as described below, surveys would be conducted in advance of construction to minimize impacts on special-status species, including San Joaquin kit fox.

Pre-construction, protocol-level, and focused surveys would be conducted prior to construction and ground disturbing activities and required as part of the Project's MMEP. Pre-construction surveys are general in nature and are conducted immediately prior to ground disturbing activities. Protocol-level surveys are surveys for special-status biological resources where agencies have an approved published survey method. These surveys would be conducted prior to construction, in advance of construction activities. Focused surveys are proposed for species for which there are no approved survey methods or where alternative methods are proposed.

Because protocol-level wildlife species surveys were not performed during biological

S002-22

resource surveys for the Draft Supplemental EIR/EIS, they have been included as mitigation measures to confirm locations of sensitive biological resources before the start of ground-disturbing activities.

As provided in mitigation measures (BIO-MM#16, BIO-MM#22, BIO-MM#29, BIO-MM#30, BIO-MM#32, BIO-MM#35, BIO-MM#37, BIO-MM#40, BIO-MM#43, and BIO-MM#45), upon acquisition of land and/or permission to enter, surveys for all special-status plant and wildlife species and their habitat would be conducted before any project construction activities would occur. Surveys for special-status plant species and special-status plant communities would be conducted during appropriate blooming periods (BIO-MM#16). Protocol-level surveys for Swainson's hawk (BIO-MM#32), burrowing owls (BIO-MM#35), and San Joaquin kit fox (BIO-MM#45) would be performed in areas within the species range and in areas with potential habitat for these species.

Pre-construction and focused surveys following methods described in the Draft Supplemental EIR/EIS would also be conducted for special-status reptile and amphibian species (BIO-MM#22), birds and their nests protected under the Migratory Bird Treaty Act (BIO-MM#29), raptors (BIO-MM#30 and BIO-MM#32), small mammals (including Nelson's antelope squirrel Tipton kangaroo rat, and Tulare grasshopper mouse) (BIO-MM#37), special-status bat species, American badger, and ringtail (BIO-MM#40, and BIO-MM#43).

S002-23

Section 3.7.3.1 (page 3.7-17) of the Draft Supplemental EIR/EIS begins by stating that 47 special-status wildlife species were identified with potential to occur in the Habitat Study Area for the May 2014 Project. As this section is intended to be a summary, not an exhaustive list, only species with moderate to high potential to occur are listed. A full list of special-status species with moderate to high potential to occur, including those mentioned, can be found in Appendices C and E of the F-B LGA Biological Resources and Wetlands Technical Report.

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S002-24

Additional analysis would be conducted to accurately assess impacts to additional special-status species prior to any decision regarding a shift in Project alignment.

S002-25

A detailed discussion of this linkage and the references consulted is available in Section 3.7, Biological Resources and Wetlands, of the Draft Supplemental EIR/EIS, as well as in Section 5.8, Wildlife Movement Corridors, of the Fresno to Bakersfield Section Biological Resources and Wetlands Technical Report. In an effort to help guide landscape-level planning to maintain habitat connectivity among the patchy network of natural habitat that remains in the San Joaquin Valley, state- and regional-level studies addressing connectivity and wildlife movement in California have been conducted (Penrod et al. 2001; Penrod et al. 2003; ESRP 2009; USFWS 1998; Spencer et al. 2010). These sources represent the most recent and the best commercially available science on wildlife movement and migration corridors in the state of California. Collectively, these studies identify one major linkage area that intersects the F-B LGA alignment (shown on Figure 3.7-12 of the Draft Supplemental EIR/EIS) and that could serve as a movement corridor at the following general location: Kern River linkage (connectivity choke-point linkage). The landscape surrounding the Kern River linkage is comprised of urban development, agriculture, and cropland, which provide no value for most special-status and common wildlife species except marginal dispersal and foraging habitat. Outside of identified wildlife movement areas, especially in agricultural and cropland, terrestrial wildlife movement is expected to be highly localized. Therefore, for a project of this scale, the use of these resources accurately represents the baseline conditions and was deemed appropriate to address wildlife movement on a micro and macro scale.

S002-26

Contrary to the assertion in the comment, the analysis of potential impacts to special-status plant communities not only provide an adequate basis for determining if impacts to special-status plant communities would be significant, but provides a cautious and conservative basis for such determinations. Multiple data sources were used to identify special-status plant communities that are or could potentially be present; where access was not available plant communities were mapped conservatively based on aerial

S002-26

imagery, other information, and the professional judgement of biologists; and surveys for special-status plant communities would be conducted once access is available (BIO-MM#16) to confirm impacts and applicable mitigation measures. This approach to assessing impacts to special-status plant communities, which is widely used for large infrastructure projects, is further described below.

The baseline conditions for biological resources in the Draft Supplemental EIR/EIS were established using numerous data sources to define the existing physical conditions in the project vicinity. These data sources include a tremendous amount of existing information found with the California Natural Diversity Database, the California Native Plant Society Online Inventory of Rare and Endangered Plants of California, California Wildlife Habitat Relationship System, USFWS Recovery Plans, and USFWS Birds of Conservation Concern. Additional information can be found in Section 3.7.2.3 of the Draft Supplemental EIR/EIS. The assimilation of existing data and literature regarding existing biological conditions in the project area was supplemented with data developed during extensive field surveys that were conducted on all parcels where the Authority was able to obtain permission to enter the property.

Special-status plant community surveys for parcels where permission to enter was granted were conducted in 2015. For areas that were not surveyed on-site, biological resources were mapped conservatively to include areas potentially containing biological resources based on the judgment of the project biologists. Presence of special-status plant species is assumed in areas where suitable habitat occurs (as identified in the CWHR or other published agency literature). The collective body of baseline information developed for property where no permission for access was granted, including the results of the aerial photograph interpretation survey areas, provided an adequate baseline to inform the environmental analysis and mitigation strategy. This approach is widely used in California on large infrastructure projects and other projects where permission to enter is limited, and provides a reasonable and consistent approach to the assessment of potential for species presence/absence (even without protocol-level surveys) and allows for a reasonable identification of potential impacts and an appropriate comparison of the May 2014 Project and the F-B LGA. The net result is a conservative approach that requires implementation of mitigation measures, including requirements to conduct protocol-level surveys prior to ground disturbance, but after the

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S002-26

Authority has acquired the property associated with the construction and project footprint.

Pre-construction, protocol-level, and focused surveys would be conducted prior to construction and ground disturbing activities and required as part of the Project's MMEP. Pre-construction surveys are general in nature and are conducted immediately prior to ground disturbing activities. Protocol-level surveys are surveys for special-status biological resources where agencies have an approved published survey method. These surveys would be conducted prior to construction, in advance of construction activities. Focused surveys are proposed for species for which there are no approved survey methods or where alternative methods are proposed. As provided in mitigation measures (BIO-MM#16, BIO-MM#22, BIO-MM#29, BIO-MM#30, BIO-MM#32, BIO-MM#35, BIO-MM#37, BIO-MM#40, BIO-MM#43, and BIO-MM#45), upon acquisition of land and/or permission to enter, surveys for all special-status plant and wildlife species and their habitats would be conducted before any project construction activities would occur. Surveys for special-status plant species and special-status plant communities would be conducted during appropriate blooming periods (BIO-MM#16).

S002-27

The commenter has indicated that Figures 3.7-4 through 3.7-8 in the Draft Supplemental EIR/EIS are inconsistent with CDFW's data use guidelines for the California Natural Diversity Database (CNDDDB). The CNDDDB figures included in the Draft Supplemental EIR/EIS are consistent with the figures included in the Fresno to Bakersfield Section Final EIR/EIS in order to provide a comparative analysis between the May 2014 Project and the F-B LGA. However, the Authority acknowledges that the referenced figures in the Draft Supplemental EIR/EIS are at a 1:316,800 scale (i.e., 1 inch = 5 miles). Based on this scale and the CNDDDB data use guidelines (pages 9 through 12), the figures should omit species element occurrences and labels, and text should be limited to state which species are known to occur within the study area.

S002-28

Comment noted. The text in this section was revised to indicate that retention/detention basins are "typically" devoid of vegetation. Refer to Chapter 16 of this Final

S002-28

Supplemental EIR. Additional information regarding the description of the retention/detention basins is provided in Section 3.2.4.2 (page 3-10) of the Final Wetlands Report prepared for the F-B LGA. Though wildlife may use these features for foraging, dispersal, etc., they do not provide high quality or permanent habitat as a result of regular maintenance activities including dredging and herbicide application.

S002-29

The Authority acknowledges the commenter's assertion regarding the habitat value of canals and ditches. While the habitat value of these features is generally low due to their disturbed condition, pre-construction, protocol-level, and focused surveys would be conducted prior to construction and ground disturbing activities and required as part of the Project's MMEP. These surveys would be conducted in advance of construction activities. Because protocol-level wildlife species surveys were not performed during biological resource surveys for the Supplemental EIR/EIS, they have been included as mitigation measures to confirm locations of sensitive biological resources before the start of ground-disturbing activities. As provided in mitigation measures (BIO-MM#16, BIO-MM#22, BIO-MM#29, BIO-MM#30, BIO-MM#32, BIO-MM#35, BIO-MM#37, BIO-MM#40, BIO-MM#43, and BIO-MM#45), upon acquisition of land and/or permission to enter, surveys for all special-status plant and wildlife species and their habitat would be conducted before any project construction activities would occur.

S002-30

The delineation of the extent of waters of the State for the F-B LGA, as described on page 3.7-15 of the Draft Supplemental EIR/EIS, is consistent with the approach for delineating the waters of the State for the May 2014 Project. To maintain an apples-to-apples comparison between the F-B LGA and May 2014 Project in the Draft Supplemental EIR/EIS, consistency of jurisdictional limits was maintained. The extent of CDFW jurisdiction will be negotiated during acquisition of the 1602 Lake or Streambed Alteration Agreement.

S002-31

An evaluation of potential effects of the project on blunt-nosed leopard lizard has been

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S002-31

added to the Final Supplemental EIR. Refer to Chapter 16 of this Final Supplemental EIR. Nelson's antelope squirrel and the Buena Vista Lake ornate shrew were not referenced in this discussion because they are not addressed in the recovery plan. Nelson's antelope squirrel and the Buena Vista Lake ornate shrew are evaluated in Section 3.7.4.2 of the Draft Supplemental EIR/EIS.

S002-32

The landscape surrounding the Kern River linkage is comprised of urban development, agriculture, and cropland, which provide no value for most special-status and common wildlife species except marginal dispersal and foraging habitat. Outside of identified wildlife movement areas, especially in agricultural and crop land, terrestrial wildlife movement is expected to be highly localized. Therefore, for a project of this scale, the use of the resources referenced in the Draft Supplemental EIR/EIS and the Biological Resources and Wetlands Technical Report accurately represent the baseline conditions and was deemed appropriate to address wildlife movement on a micro and macro scale. A detailed discussion of this linkage is available in Chapter 3.7, Biological Resources and Wetlands, of the Draft Supplemental EIR/EIS, as well as in Section 5.8, Wildlife Movement Corridors, of the Fresno to Bakersfield Section Biological Resources and Wetlands Technical Report.

An elevated structure is proposed over the Kern River linkage. This feature would minimize disturbance to natural habitat and therefore minimize disturbance to wildlife usage of this linkage. The F-B LGA would include avoidance and minimization measures that would provide wildlife crossing opportunities (i.e., at the Kern River) and minimize disturbance to natural habitat (and therefore minimize disturbance to wildlife usage). Development of the elevated structure at the Kern River would prevent interference with the movement of wildlife through the Kern River corridor and therefore would result in a less-than-significant impact associated with wildlife movement.

The construction period impacts to wildlife movement associated with the May 2014 Project and the F-B LGA are temporary and would only result in a partial barrier to wildlife movement. During project construction, mitigation measures would be implemented as described in the Draft Supplemental EIR/EIS (see Section 3.7.5.2) to reduce potential construction period impacts to wildlife movement and linkages. These

S002-32

measures state that wildlife movement linkages would be kept free of all equipment, storage materials, construction materials, and any significant potential impediments and that ground-disturbing activities would be minimized within the wildlife linkages during nighttime hours to the extent practicable. Mitigation Measures BIO-MM#51 and BIO-MM#52 would serve to reduce construction and project period impacts to wildlife movement. Implementation of these measures would substantially reduce the level of potential impact; therefore, as described in Section 3.7.5.2 of the Draft Supplemental EIR/EIS, under CEQA, the level of significance of construction period impacts to wildlife movement corridors after mitigation were identified as less than significant.

S002-33

The habitat types and species utilization identified in the Draft Supplemental EIR/EIS are consistent with the habitat types and species utilization identified in the Fresno to Bakersfield Section Final EIR/EIS in order to provide an apples-to-apples comparison with the May 2014 Project. Adjusting habitat type suitability definitions for special-status species potentially occurring within the F-B LGA study area could result in findings for the May 2014 Project that are different than those documented in the Fresno to Bakersfield Section Final EIR/EIS; therefore, the habitat type suitability definitions have not been modified in the Draft Supplemental EIR/EIS.

Pre-construction, protocol-level, and focused surveys would be conducted prior to construction and ground disturbing activities in all un-surveyed habitats and required as part of the Project's MMEP. As provided in mitigation measures (BIO-MM#16, BIO-MM#22, BIO-MM#29, BIO-MM#30, BIO-MM#32, BIO-MM#35, BIO-MM#37, BIO-MM#40, BIO-MM#43, and BIO-MM#45), upon acquisition of land and/or permission to enter, surveys for all special-status plant and wildlife species and their habitat would be conducted before any project construction activities would occur. Surveys for special-status plant species and special-status plant communities would be conducted during appropriate blooming periods (BIO-MM#16).

A full discussion of impacts to special-status plant species resulting from the May 2014 Project, including changes to hydrology, can be found in Section 3.7.5.3 of the Fresno to Bakersfield Final EIR/EIS.

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S002-33

S002-34

Alkali desert scrub habitat does not occur in the F-B LGA study area, as shown in Figure 3.7-3 of the Draft Supplemental EIR/EIS, and therefore is not discussed. Analysis of the disruption of breeding opportunities is included in Section 3.7.4.1 of the Draft Supplemental EIR/EIS (page 3.7-74) as a potential indirect impact, referred to as "decreased reproductive success."

S002-35

The existing setting for the Preferred Alternative is more fully described in Section 3.7.4.2 of the Fresno to Bakersfield Section Final EIR/EIS. The May 2014 Project is the complementary portion of the Preferred Alternative consisting of the portion of the BNSF Alternative from Poplar Avenue to Hageman Road and the Bakersfield Hybrid from Hageman Road to Oswell Street. While the May 2014 Project does cross agricultural land, it was not specifically mentioned within the context of special-status plant communities.

S002-36

Comment noted. A 1602 Lake and Streambed Alteration Agreement will be acquired prior to project construction to authorize project effects to CDFW waters. The Project will comply with all conditions of the permit.

S002-37

As described in the Draft Supplemental EIR/EIS Section 3.7.2.2, "CEQA Significance Criteria," and the wildlife movement corridors subsections of Section 3.7.2.3, "Definitions and Background Review Criteria, and Section 3.7.2.4, "Field Surveys," potential effects on wildlife movement were evaluated for the entire alignment, including where at-grade embankment is proposed. Dedicated wildlife structures are not proposed for the F-B LGA as most of the alignment would be permeable to wildlife, and impermeable sections are limited in length, contain features that allow would allow wildlife to cross the alignment, or both. There are no continuous stretches of the alignment at grade for more than 3 miles without elevated structures and culverts, which would allow wildlife to cross

S002-37

the alignment, and most of the Project design consists of large lengths of grade separated viaduct and bridge crossings along the length of the alignment with only short lengths of ground level track. Between Shafter and Bakersfield, where the alignment is primarily on embankment, numerous obstacles and multiple major barriers to wildlife movement already exist (e.g., major water delivery canals, SR 99) and habitat for species dependent on natural vegetation is very limited in extent and fragmented. Conversely, where the Project crosses the Kern River Corridor, which has been identified as a regional linkage for wildlife movement, it is on viaduct and would not impede wildlife movement. The construction period impacts to wildlife movement associated with the May 2014 Project and the F-B LGA are temporary and would only result in a partial barrier to wildlife movement. During project construction, mitigation measures would be implemented as described in the Draft Supplemental EIR/EIS (see Section 3.7.5.2) to reduce potential construction period impacts to wildlife movement and linkages. These measures state that wildlife movement linkages would be kept free of all equipment, storage materials, construction materials, and any significant potential impediments and that ground-disturbing activities would be minimized within the wildlife linkages during nighttime hours to the extent practicable. Mitigation Measures BIO-MM#51 and BIO-MM#52 would serve to reduce construction and project period impacts to wildlife movement. Implementation of these measures would substantially reduce the level of potential impact; therefore, as described in Section 3.7.5.2 of the Draft Supplemental EIR/EIS, under CEQA, the level of significance of construction period impacts to wildlife movement corridors after mitigation were identified as less than significant.

S002-38

Figure 3.7-1 of the Draft Supplemental EIR/EIS (page 3.7-11) depicts the spatial distribution of the various study areas used to evaluate biological resources for the Project. Figure 3.7-9 (pages 3.7-42 through 3.7-52) depicts the special-status plant communities with potential to support special-status plant species occurring in the Special-Status Plant Study Area.

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S002-39

The habitat types and species utilization identified in the Draft Supplemental EIR/EIS are consistent with the habitat types and species utilization identified in the Fresno to Bakersfield Section Final EIR/EIS in order to provide an apples-to-apples comparison with the May 2014 Project. Adjusting habitat type suitability definitions for special-status species potentially occurring within the F-B LGA study area could result in findings for the May 2014 Project that are different than those documented in the Fresno to Bakersfield Section Final EIR/EIS; therefore, the habitat type suitability definitions have not been modified in the Draft Supplemental EIR/EIS.

S002-40

Table 3.7-7 only includes vegetation communities that are present within the F-B LGA study area and does not reflect every habitat association for each species. Because permission to enter was not received or ever anticipated across the entire study area, a direct comparison of field survey data could not be conducted across or between the May 2014 Project and the F-B LGA. Therefore, a conservative approach was taken to apply the same level of impact analysis for both alternatives regardless of permission to enter status. The conservative approach to impact analysis assumes presence of special-status species within their range where suitable habitat exists, which results in a direct comparison of impacts to each special-status species. This approach is common among infrastructure projects in the State of California. This adequate and conservative impact analysis provides a worst-case scenario for analyzing impacts, and maximizes compensatory mitigation requirements.

S002-41

Section 3.7.4.2 of the Final Supplemental EIR has been revised to assess potential impacts to blunt-nosed leopard lizard, because the known range of blunt-nosed leopard lizard overlaps with the F-B LGA project area. Refer to Chapter 16 of this Final Supplemental EIR. Within the F-B LGA action area, suitable habitat for blunt-nosed leopard lizard is limited to the Kern River corridor. Outside of the corridor along the Kern River, however, potentially suitable land cover is limited in area, discontinuous, and consists primarily of maintained rights-of-way and vacant urban lots. There is no potential for blunt-nosed leopard lizard to occur in these fragmented and disturbed areas. They are in developed or in a few cases agricultural landscapes, and isolated

S002-41

from larger patches of potentially suitable land cover by these developed and agricultural land uses, and by multiple major barriers including the Calloway, Friant-Kern, and Lerdo canals, and State Route 99.

Construction of the project across the Kern River Corridor has the potential to cause harm or mortality of blunt-nosed leopard lizards, and burrow disturbance or abandonment. Therefore, mitigation measures BIO-MM#26 through BIO-MM#28 and BIO-MM#57 of the Fresno to Bakersfield Section Final EIR/EIS would be implemented at the Kern River Crossing. These measures would require protocol-level surveys (BIO-MM#26) and phased pre-construction surveys no more than 30 days prior to ground-disturbing activities associated with each construction phase (BIO-MM#27). Additionally, BIO-MM#28 identifies avoidance measures that should be implemented in the event that phased pre-construction surveys identify blunt-nosed leopard lizard or signs of the species. Finally, BIO-MM#57 would be implemented as compensatory mitigation to offset the permanent and temporary loss of suitable habitat for the blunt-nosed leopard lizard. As a result, injury and mortality of blunt-nosed leopard lizards would be avoided.

S002-42

"Additional CDFW Riparian" is riparian habitat not identified as waters of the U.S. but that may be subject to Fish and Game Code section 1602.

CDFW jurisdiction for the F-B LGA is consistent with jurisdiction asserted by CDFW for the May 2014 Project. To maintain an apples-to-apples comparison between the F-B LGA and May 2014 Project, consistency of jurisdictional limits have been maintained. If CDFW wishes to adjust their jurisdictional limits, this will be negotiated during acquisition of the 1602 Lake or Streambed Alteration Agreement. For the purposes of the Draft Supplemental EIR/EIS, the limits have not been adjusted.

S002-43

To maintain consistency with the Fresno to Bakersfield Section Final EIR/EIS and to provide an apples-to-apples comparison, impacts have been evaluated based on the project footprint. The Draft Supplemental EIR/EIS includes a thorough project

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S002-43

description based on a sufficient level of design to fully identify and disclose potential environmental impacts. Design level impacts will be evaluated and presented as part of the 1602 Lake and Streambed Alteration Agreement Application Package.

S002-44

Refer to Standard Response FB-LGA-Response-BIO-01: Mitigation Measures (Resources, Details and Phasing, Responsibilities and Future Planning).

Comment noted. The comment is on text that describes why the project would not impact the Metropolitan Bakersfield Habitat Conservation Plan (MBHCP). The similarity of the mitigation ratios proposed for the F-B LGA and the MBHCP is one of the reasons given for the F-B LGA not impacting the MBHCP. The mitigation ratios used in the Incidental Take Permit for the F-B LGA will be determined during consultation with CDFW but will not be less than the mitigation proposed in the EIR/EIS.

S002-45

Per the commenter's request, "further" has been added to the text. Refer to Chapter 16 of this Final Supplemental EIR.

As noted in the text, the determination of permanent versus temporary effects are based on the duration of impact and ability for plants to reestablish. Therefore, areas that sustain continuous impacts were determined to be direct permanent impacts.

S002-46

The degree of indirect impact, as noted in the document, is based entirely on the activity footprint. Operational activities will occur in a much smaller footprint than construction and therefore, have a lesser degree of impact.

S002-47

Per the commenter's request "herbicide application" has been added to the list of activities that may affect special-status wildlife species. Refer to Chapter 16 of this Final Supplemental EIR.

S002-48

Per the commenter's request, "further" has been added to the text. Refer to Chapter 16 of this Final Supplemental EIR.

S002-49

Per the commenter's request, "further" has been added to text. Refer to Chapter 16 of this Final Supplemental EIR.

S002-50

Per the commenter's request, "further" has been added to the text. Refer to Chapter 16 of this Final Supplemental EIR.

S002-51

Comment noted. However, CDFW jurisdiction for the F-B LGA is consistent with jurisdiction asserted by CDFW for the May 2014 Project. To maintain an apples-to-apples comparison with the F-B LGA and May 2014 Project, jurisdictional limits have been consistently maintained. If CDFW wishes to adjust their jurisdictional limits, this will be negotiated during acquisition of the 1602 Lake or Streambed Alteration Agreement. For the purposes of the Draft Supplemental EIR/EIS, the limits have not been adjusted.

S002-52

Dedicated wildlife structures are not proposed for the F-B LGA as most of the alignment would be permeable to wildlife, and impermeable sections are limited in length, contain features that allow would allow wildlife to cross the alignment, or both. There are no continuous stretches of the alignment at grade for more than 3 miles without elevated structures and culverts, which would allow wildlife to cross the alignment, and most of the Project design consists of large lengths of grade separated viaduct and bridge crossings along the length of the alignment with only short lengths of ground level track. Between Shafter and Bakersfield, where the alignment is primarily on embankment, numerous obstacles and multiple major barriers to wildlife movement already exist (e.g., major water delivery canals, SR 99) and habitat for species dependent on natural vegetation is very limited in extent and fragmented. Conversely, where the Project crosses the Kern River Corridor, which has been identified as a regional linkage for

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S002-52

wildlife movement, it is on viaduct and would not impede wildlife movement.

S002-53

An evaluation of potential effects of the project on blunt-nosed leopard lizard has been added to the Final Supplemental EIR. Refer to Chapter 16 of this Final Supplemental EIR.

S002-54

The BVLOS is listed as endangered under the federal Endangered Species Act. Therefore, the proposed compensatory mitigation ratios for BVLOS were developed in coordination with the USFWS as part of the FESA Section 7 process. (This species is not a State listed species.) Available information on the ecology of BVLOS strongly indicates that habitats along a body of water with mesic conditions and dense understory vegetation are of high value to the species, whereas the adjacent more xeric areas lacking dense vegetation, although they may be used by individual shrews at some times of the year, provide fewer resources, less consistently, and therefore have less value as habitat. (See USFWS 2011.) The greater amount of mitigation for loss of mesic habitat than for loss of xeric habitat proposed in the Draft Supplemental EIR/EIS is consistent with this difference in habitat value. In contrast, the equal weighting suggested in the comment would not be consistent with the difference in habitat value as supported by the best available scientific information regarding the ecology of this species.

S002-55

Comment noted. A Section 2081 Incidental Take Permit will be acquired prior to project construction to authorize project effects to State listed species.

S002-56

BRWTR Comment 1: Section 6.2.1.2, Pages 6-6 through 6-10

The baseline conditions for biological resources in the Draft Supplemental EIR/EIS were established using numerous data sources to define the existing physical conditions in the project vicinity. These data sources, discussed in Section 3.7.2.3, include a

S002-56

tremendous amount of existing information found with the California Natural Diversity Database, the California Native Plant Society Online Inventory of Rare and Endangered Plants of California, California Wildlife Habitat Relationship System, USFWS Recovery Plans, and USFWS Birds of Conservation Concern. For jurisdictional waters, many existing resources were consulted including the National Wetlands Inventory, Natural Resource Conservation Service Hydrologic Unit Code Basins dataset, National Hydrography dataset, and Holland Central Valley Vernal Pool Complexes data layer, among others. Wildlife movement corridors were identified through additional review of published technical data available from regulatory agencies.

The assimilation of existing data and literature regarding existing biological conditions in the project area was supplemented with data developed during extensive field surveys that were conducted on all parcels where the Authority was able to obtain permission to enter the property. These surveys include but are not limited to wetland delineations and wildlife habitat mapping surveys. These surveys were conducted to map, quantify, and identify the extent of biological resources within the study area, according to the methods described in the Central Valley Biological Resources and Wetland Survey Plan (2009), which was developed at the request of, and transmitted to natural resources regulatory agencies (Environmental Protection Agency, U.S. Fish and Wildlife Service, National Marine Fisheries Service, U.S. Army Corp of Engineers, California Department of Fish and Game, and the Central Valley Regional Water Quality Control Board). The Authority met with the regulatory agencies to receive verbal input regarding the methods on November 5, 2009. Over the course of next couple of months the Authority received formal and informal comments from regulatory agencies. Most of the comments and suggested revisions received were incorporated into the subsequent revision to the Central Valley Biological Resources and Wetland Survey Plan (Authority 2011a).

Special-status plant community surveys were conducted in 2015. Wildlife habitat mapping was also conducted in 2015 utilizing the California Wildlife Habitat Relationship System (CWHR).

BRWTR Comment 2: Section 6.2.1.2, Pages 6-11 through 6-18

The Project will comply with any additional mitigation measures developed as part of the

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S002-56

2081 Incidental Take Permitting process.

BRWTR Comment 3: Table 6-7, Page 6-30

It is well known that Swainson's hawks will nest in eucalyptus trees; however, these trees are not protected by City ordinance. In addition, pre-construction surveys for nesting birds will be conducted prior to tree removal (BIO-MM#32). If nesting Swainson's hawk are identified during these surveys, BIO-MM#33 and BIO-MM#34 will be implemented.

BRWTR Comment 4: Section 6.2.1.3, Page 6-21

BIO-MM#1 (Section 3.7.7.1 of the Fresno to Bakersfield Section Final EIR/EIS) states that "The Project Biologist(s), Regulatory Specialist(s)(Waters), Project Botanist(s) and/or the Project Biological Monitor(s) may require special approval from the USFWS and CDFW to implement certain mitigation measures. In these circumstances, they are referred to as agency-approved biologist(s)." BIO-MM#1 is described in the F-B LGA Biological Resources and Wetlands and Technical Report, Section 6.2.1.3, page 6-21.

BRWTR Comment 5: Section 9.5.5.2, Page 9-6

The Project proposes to acquire both a Section 1602 Lake and Streambed Alteration Agreement and a Section 2081 Incidental Take Permit for the F-B LGA. Consultation with CDFW will occur at that time, and the Project will be required to comply with any additional permit conditions resulting from the permitting process.

BRWTR Comment 6: Appendix E, Page E-5

Within the F-B LGA action area, suitable habitat for blunt-nosed leopard lizard is limited to the Kern River corridor. Outside of the corridor along the Kern River, however, potentially suitable land cover is limited in area, discontinuous, and consists primarily of maintained rights-of-way and vacant urban lots. There is no potential for blunt-nosed leopard lizard to occur in these fragmented and disturbed areas. They are in developed or in a few cases agricultural landscapes, and isolated from larger patches of potentially

S002-56

suitable land cover by these developed and agricultural land uses, and by multiple major barriers including the Calloway, Friant-Kern, and Lerdo canals, and State Route 99.

S002-57

The Authority takes this comment into consideration and will continue to coordinate with private and public sectors throughout project development. The Authority agrees that early coordination with agencies helps to develop a thorough environmental document and assists in streamlining the environmental process. The Project proposes to acquire both a Section 1602 Lake and Streambed Alteration Agreement and a Section 2081 Incidental Take Permit for the F-B LGA. Consultation with CDFW will continue through that process.

Submission S003 (Hussein Senan, California Department of Transportation, January 22, 2018)

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 6

2015 EAST SHIELDS AVENUE, SUITE A-100

FRESNO, CA 93726-5428

PHONE (559) 243-8012

FAX (559) 243-3426

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Making Conservation a
California way of life!

January 16, 2018

California High Speed Rail Authority
Fresno to Bakersfield Project Section
Draft Supplemental EIR/EIS Comment
770 L Street, Suite 600
Sacramento, CA 95814

S003-1

The California Department of Transportation (Caltrans) acknowledges the California High Speed Rail Authority (Authority) on completing the Fresno to Bakersfield Project Section Draft Supplemental Environmental Impact Report/Environmental Impact Statement (DSEIR/EIS) and providing the document for public comment in November 2017. Caltrans also looks forward to a continued partnership with the Authority in assisting in the delivery of this High Speed Train (HST) project.

Caltrans has reviewed DSEIR/EIS as it pertains to the State Highway System (SHS). While there have been many specific questions and comments related to the DSEIR/EIS, Caltrans would like to bring to the Authority's attention the following key concerns.

S003-2

The DSEIR/EIS will need to sufficiently identify any site specific mitigation measures proposed for impacts which may occur within the SHS. Caltrans as a Responsible Agency under CEQA is required to complete a Notice of Determination for Capital Improvement Projects with impacts to the SHS. Based on the level of detail contained within the DSEIR/EIS, additional environmental studies may be required to be completed prior to the final EIR/EIS to ensure the approval of the Project Report, required for work within the SHS.

S003-3

The Authority project team has conducted focus meetings with Caltrans to identify the impacts and potential mitigation strategies at locations where the HST alignment interacts with the SHS. While the communication has helped us better understand the impacts to the SHS and provided us the opportunity for input to the mitigation required, the concepts will need further review by Caltrans. Of specific concern is the proposed interchange at State Route 204 and F Street. Caltrans and the Authority have been working together to develop an acceptable solution at this location. The alternative provided in the DSEIR/EIS does not reflect the latest agreed upon alternative. Caltrans is committed to work with the Authority to further develop the alternative. A Project Report will be required to obtain Caltrans' approval for modification to the SHS.

S003-4

The proposed work shown in the DSEIR/EIS within Caltrans right of way will not be approved by the DSEIR/EIS. Final approval will be through the Caltrans Project Report process. Caltrans and the Authority will continue to work together to address the work proposed to the SHS and within the Caltrans right of way.

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to enhance California's economy and livability"

California High Speed Rail Authority

January 16, 2018

Page 2

S003-5

As discussed in the letter dated February 11, 2010 to the Authority by former director Randall Iwasaki, the HST project should not preclude future expansion of the SHS to its ultimate concept. Additional information will be needed to assess compatibility of proposed mitigation with ultimate concept of the facility at all the HST crossing location.

The document should identify additional right of way needs for basins and/or pump plants at locations where the drainage concept or patterns are being proposed to be modified.

The vertical clearances established for the various HST crossings should recognize both temporary and permanent clearances such that it does not preclude the Department from future widening over the HST system.

S003-6

The attached table includes detailed comments that will aid in development of the HST project. Please communicate to Caltrans any significant or additional modifications to the SHS within the Fresno to Bakersfield HST Project.

Caltrans is committed to partnering with the Authority to determine the planned mitigation of impacts to the SHS. We look forward to reviewing the associated technical reports and documentation that are expected prior to the approval of the Fresno to Bakersfield HST Project Report.

If you have any questions or need additional information, please contact me at (559) 243-3586.

Sincerely,

HUSSEIN SENAN

Caltrans HSR Acting Project Manager – District 6

Attachment

Detailed comments

c: Diana Gomez, HSR Central Valley Regional Director
Garth Fernandez, Caltrans District 6 PPM
Sharri Bender Ehlert, Caltrans District 6 Director
Terry Ogle, HSR Director of Design & Construction

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Submission S003 (Hussein Senan, California Department of Transportation, January 22, 2018) - Continued

High Speed Train (HST) Project – Fresno to Bakersfield Section
Draft Supplemental Environmental Impact Report/Environmental Impact Statement (DSEIR)
Caltrans Comments – January 16, 2018

General Comment		Proposed work including mitigations shall be based on a 10 years from the year of construction.
Volume I: 3.2 Transportation	Section 3.2.3.2 Fresno To Bakersfield Locally Generated Alternative City of Shafter Page 3.2-7	8. Riverside Street: Riverside will cross over Santa Fe Highway.
Volume I: 3.2 Transportation	Section 3.2.3.2 Fresno To Bakersfield Locally Generated Alternative Page 3.2-16	Figure 3.2-4 Kern County Study Intersections: <ul style="list-style-type: none"> Snow Road interchange shown in the figure has not been included in the existing Freeway Agreement location would not meet interchange spacing requirements. Please show proposed WB to SB loop on-ramp at 7th Street.
Volume II: Appendix 2-A Road Crossings	Table 2-A-1 Road Crossings for the F-B LGA	No. 6: Existing condition is connection to SR 43, not Nor. No. 13: SR 43 is west of the BNSF alignment at this location over Santa Fe Highway, not SR 43.
Volume III Sections A & E: Alignment Plans, Roadway and Roadway Structure Plans	TT-B0008 to TT-B0010, CV-T1002 and CV-T1001	Please include discussion of the maintenance responsibility drainage modifications where the proposed retaining wall the boundary between BNSF Railroad and SR 43.
Volume III Section C: HSR Elevated Structures Plans	ST-J1016 ST-J1018 ST-J1019 ST-J1036	The location of bents and construction of the viaduct shall be the following: <ul style="list-style-type: none"> The Ultimate Transportation Corridor (UTC) for State Route 99/Olive Drive interchange. The ultimate SR 99/204 Airport Drive interchange. The UTC for State Route 178. Based on the information provided in the document, it can be determined that the proposed design meets the required clearances and standards have been met. All proposed Caltrans R/W shall meet the Highway Design Manual (HDM) approved Design Exceptions.

Page 1 of 3

High Speed Train (HST) Project – Fresno to Bakersfield Section
Draft Supplemental Environmental Impact Report/Environmental Impact Statement (DSEIR)
Caltrans Comments – January 16, 2018

Volume III Section E: Roadway and Roadway Structure Plans	CV-T1001 CV-T7002	Poplar Avenue Overhead: The location of bents for the future structure - shall not preclude the UTC for State Route 99 information provided in the document it cannot be determined and standards have been met. All proposed improvements meet HDM standards or have approved Design Exceptions.
Volume III Section E: Roadway and Roadway Structure Plans	CV-T1015 through CV-T1029	Proposed interchange modification at State Route 99 and F Street: The proposed interchange concept is acceptable. However, provided in the document it cannot be determined if requirements have been met. All proposed improvements within Caltrans standards or have approved Design Exceptions. In addition, HDM, section 503.2, the geometric features of all interchange structures must be approved by Caltrans' Project Deliverables documented prior to approval of the project.
Volume III Section E: Roadway and Roadway Structure Plans	CV-T1017 & CV-T1031	Discuss drainage concept changes including potential need for capacity.
Volume III Section E: Roadway and Roadway Structure Plans	CV-T1017, CV-T7007	7th Standard Road Viaduct: The location of bents and construction of the ultimate SR 99/7th Street interchange shall not preclude construction of the ultimate SR 99/7th Street interchange. Based on the information provided in the document it can be determined that the proposed design meets the required clearances and standards have been met. All proposed improvements within Caltrans R/W shall meet HDM standards or have approved Design Exceptions.
Volume III Section E: Roadway and Roadway Structure Plans	CV-T1030 through CV-T1039	Proposed interchange at State Route 204 and F Street: Caltrans has been working together to develop an acceptable solution alternative provided in this DSEIR/EIS does not reflect the proposed alternative. Caltrans is committed to work with the Authority to develop a final alternative. Final approval will be at the Project Report and Requested that separate southbound off-ramps be provided for westbound F Street traffic. Additionally the southbound interchange shall include a slip ramp design.
Volume III Section E: Roadway and Roadway Structure Plans/ Transportation Technical Report (TTR)	CV-R1004/Section 7	Roadway plan indicates intersection modifications at State Route 43. Section 7 of the TTR does not include a discussion of these two locations. Please include an evaluation of the proposed Tulare Ave and SR 43 intersection.

Page 2 of 3

Submission S003 (Hussein Senan, California Department of Transportation, January 22, 2018) - Continued

High Speed Train (HST) Project – Fresno to Bakersfield Section
 Draft Supplemental Environmental Impact Report/Environmental Impact Statement (DSEIR)
 Caltrans Comments – January 16, 2018

Volume III Section E: Roadway and Roadway Structure Plans	CV-R1010	The plan indicates roadway closure at the east side of E L intersection. Please discuss how this will affect the State
Volume III Section E: Roadway and Roadway Structure Plans	CV-T1031 CV-T1032 CV-T1033	Provide intersection and queuing analysis and evaluation intersections.
Transportation Technical Report		Figure 6.1-17b is missing from the TTR
Transportation Technical Report	Section 6.1.1	All intersections must be evaluated in accordance with Tr Directive 13-02 Intersection Control Evaluation (ICE).
Transportation Technical Report	Appendix W	Please verify percentage of Trucks input parameter for the and Ramps and Ramp Junctions Worksheets. Recalculate percentage of Trucks.
Transportation Technical Report Section 5.5.1.2	Page 5-20	Data for the segment SR 204, north of 24th Street is missi
Transportation Technical Report Section 6.2.4.2 Section 6.4.4.2	Page 6-15 Page 6-63	Figures 6.2-13a, 6.2-13b, 6.4-13a, and 6.4-13b are missin include existing ADTs for Roadway Segments in Table 5. 204 interchange).

Response to Submission S003 (Hussein Senan, California Department of Transportation, January 22, 2018)

S003-1

The commenter states that Caltrans has reviewed the Draft Supplemental EIR/EIS. The Authority takes this comment into consideration and will continue to coordinate with private and public sectors during the environmental review process and subsequent phases of the project (right-of-way acquisition, regulatory permitting, final design, etc.).

S003-2

The continued coordination between the Authority's project team and Caltrans will include preparation of the Project Report(s), Design Exception Fact Sheets, and other technical studies as appropriate, with an ultimate goal of obtaining Caltrans approval for modifications to the State Highway System (SHS). Future expansion of the SHS and Caltrans highway design standards will be considered and incorporated into the final design of SHS modifications for the selected HSR alternative, as appropriate. Caltrans standard processes for obtaining approval on non-standard design features will be followed if exceptions to design standards are determined to be necessary. Right-of-way for drainage basins will be accommodated in the project footprint, as appropriate. Pumping plants will be incorporated into the project, as applicable.

S003-3

The commenter notes that the Authority has worked with Caltrans to identify potential impacts and mitigation strategies for locations where the HSR interacts with the State Highway System. The commenter expresses specific concern about the proposed interchange at SR 204 and F Street and states that the description of this interchange in the Draft Supplemental EIR/EIS is not the latest description agreed upon between the Authority and Caltrans. In their comment letter, Caltrans has not expressed that the SR 204/F Street interchange is deficient or unacceptable; therefore, the interchange presented in the Draft Supplemental EIR/EIS remains unchanged and has not been revised in the Final Supplemental EIR.

Coordination with Caltrans regarding this interchange is ongoing. The Authority takes this comment into consideration and will continue to coordinate with private and public sectors during the environmental review process and subsequent phases of the project (right-of-way acquisition, regulatory permitting, final design, etc.). A Project Report will be developed in order to obtain Caltrans' approval as necessary for modifications to the State Highway System.

S003-3

S003-4

The commenter states that Caltrans will not provide approval based on the Draft Supplemental EIR/EIS. The commenter states that approval can be obtained through the Caltrans Project Report process. The commenter again reiterates the commitment of Caltrans to working with the Authority to address the modifications proposed to the State Highway System within Caltrans right-of-way. The Authority takes this comment into consideration and will continue to coordinate with private and public sectors during the environmental review process and subsequent phases of the project (right-of-way acquisition, regulatory permitting, final design, etc.). A Project Report will be developed in order to obtain Caltrans' approval as necessary for modifications to the State Highway System.

S003-5

The F-B LGA of the HSR project is being designed to allow for the future widening (to the ultimate transportation concept) and to provide standard vertical clearances over all State Highway System facilities. The California HSR System has considered the Caltrans Route Concept Reports, which identify the long-term plan for the State Highway System.

The Authority is in the process of refining its design information, and has prepared plans with guidance for addressing drainage impacts (e.g., Stormwater Management Plan). Drainage features are included in the Preliminary Engineering for Project Definition plans for which environmental impact analysis has been performed.

S003-6

The California High-Speed Rail Authority Board is actively engaged with the California Department of Transportation District 6 regarding the potential impacts of the Fresno to Bakersfield Section of the high-speed rail project on the State Highway System. Consideration and resolution of Caltrans comments on the Supplemental EIR/EIS is

Response to Submission S003 (Hussein Senan, California Department of Transportation, January 22, 2018) - Continued

S003-6

ongoing.

Submission S004 (Susan Bransen, California Transportation Commission, December 28, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #239 DETAIL	
Status :	Action Pending
Record Date :	1/8/2018
Response Requested :	No
Affiliation Type :	State Agency
Interest As :	State Agency
Submission Date :	12/28/2017
Submission Method :	Letter
First Name :	Susan
Last Name :	Bransen
Professional Title :	Executive Director
Business/Organization :	California Transportation Commission
Address :	1120 N Street, MS-52
Apt./Suite No. :	
City :	Sacramento
State :	CA
Zip Code :	94273-0001
Telephone :	916-654-4245
Email :	
Email Subscription :	
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	
EIR/EIS Comment :	Yes
Official Comment Period :	Yes
Attachments :	CTC_Draft_Supplemental_F-B_122817.pdf (211 kb) 239_Bransen_email_122817_attachment.pdf (211 kb)

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SACRAMENTO, CA 94273-0001
(916) 654-4245
FAX (916) 653-2134
<http://www.ctc.ca.gov>

December 28, 2017

California High-Speed Rail Authority
"Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS Comment"
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

RE: Draft Supplemental Environmental Impact Report / Environmental Impact Statement for the
Fresno to Bakersfield Project Section (F-B)

The California Transportation Commission (Commission), as a Responsible Agency, received the Draft Supplemental Environmental Impact Report / Environmental Impact Statement for the Fresno to Bakersfield Project Section (F-B). The project considers a new alternative that extends from Poplar Avenue north of Shafter, continues on retained fill through the City of Shafter, and transitions to an elevated structure (viaduct) in the City of Bakersfield. The project is known as the Fresno to Bakersfield Locally Generated Alternative (F-B LGA).

S004-1 | The Commission has no comments with respect to the project purpose and need, the alternatives studied, the impacts evaluated, and the evaluation methods used. The Commission should be notified as soon as the environmental process is finalized since project funds cannot be allocated for project design, right of way or construction until the final environmental document is complete. Once the final environmental process is concluded, the Commission will consider the environmental impacts in determining whether to approve the project for future consideration of funding.

S004-2 | Upon completion of the environmental process, please ensure the Commission is notified in writing whether the selected alternative identified in the final environmental document is consistent with the appropriate Regional Transportation Plan. In the absence of such assurance of consistency, the project may be considered inconsistent and Commission staff will base its recommendations to the

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Submission S004 (Susan Bransen, California Transportation Commission, December 28, 2017) - Continued

S004-2

California High-Speed Rail Authority
"Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS Comment"
December 28, 2017
Page 2

Commission on that determination. The Commission may deny funding to a project which is no longer eligible due to scope modifications or other reasons.

If you have any questions, please contact Jose Oseguera, Assistant Deputy Director, at (916) 653-2094.

Sincerely,

Mitch W. Fox

SUSAN BRANSEN
Executive Director

c: Phil Stolarski, Chief (Division of Environmental Analysis), California Department of Transportation

STATE OF CALIFORNIA
CALIFORNIA TRANSPORTATION COMMISSION
MAIL STATION 52
P.O. BOX 942873
SACRAMENTO, CA 95873-0001

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Submission S004 (Susan Bransen, California Transportation Commission, December 28, 2017) - Continued

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December 28, 2017

California High-Speed Rail Authority
"Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS Comment"
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

RE: Draft Supplemental Environmental Impact Report / Environmental Impact Statement for the
Fresno to Bakersfield Project Section (F-B)

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The Commission has no comments with respect to the project purpose and need, the alternatives studied, the impacts evaluated, and the evaluation methods used. The Commission should be notified as soon as the environmental process is finalized since project funds cannot be allocated for project design, right of way or construction until the final environmental document is complete. Once the final environmental process is concluded, the Commission will consider the environmental impacts in determining whether to approve the project for future consideration of funding.

Upon completion of the environmental process, please ensure the Commission is notified in writing whether the selected alternative identified in the final environmental document is consistent with the appropriate Regional Transportation Plan. In the absence of such assurance of consistency, the project may be considered inconsistent and Commission staff will base its recommendations to the

STATE OF CALIFORNIA

CALIFORNIA TRANSPORTATION COMMISSION

California High-Speed Rail Authority
"Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS Comment"
December 28, 2017
Page 2

Commission on that determination. The Commission may deny funding to a project which is no longer eligible due to scope modifications or other reasons.

If you have any questions, please contact Jose Oseguera, Assistant Deputy Director, at (916) 653-2094.

Sincerely,

Mitch W. For

SUSAN BRANSEN
Executive Director

c: Phil Stolarski, Chief (Division of Environmental Analysis), California Department of
Transportation

Submission S004 (Susan Bransen, California Transportation Commission, December 28, 2017) - Continued



Response to Submission S004 (Susan Bransen, California Transportation Commission, December 28, 2017)

S004-1

In an email dated January 10, 2018 the California Transportation Commission rescinded its comment letter.

Submission S005 (Michael@DOC Johnson, Department of Conservation's Division of Oil, Gas, and Geothermal Resources (Division), November 16, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #187 DETAIL

Status : Action Pending
Record Date : 12/15/2017
Response Requested :
Affiliation Type : State Agency
Interest As : State Agency
Submission Date : 11/16/2017
Submission Method : Project Email
First Name : Michael@DOC
Last Name : Johnson
Professional Title :
Business/Organization : Department of Conservation's Division of Oil, Gas, and Geothermal Resources (Division)
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : Kern
Telephone : (661) 334-3667
Email : Michael.Johnson@conservation.ca.gov
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :
 Good afternoon

S005-1 | alignments and associated facilities (station, MOIF, etc.) to streamline the identification of changes to the well/production facility inventory.

Thank you

Michael Johnson

Associate Oil and Gas Engineer

California Department of Conservation

Division of Oil, Gas, and Geothermal Resources

Bakersfield, CA

(661) 334-3667

<http://www.conservation.ca.gov/dog>

EIR/EIS Comment : Yes

Official Comment Period : Yes

S005-1,1 | The Department of Conservation's Division of Oil, Gas, and Geothermal Resources (Division) has received the Draft Supplemental EIR/EIS for this project. The Division supervises the drilling, maintenance, and plugging and abandonment of oil, gas, and geothermal wells, and maintenance of oil and gas production facilities in the state of California.

The project's Locally Generated Alternative (LGA) does result in changes to the well/production facility inventory that falls within the project boundaries as compared to the May 2014 Project. Additionally, it is possible new wells have been drilled since that time near the 2014 project alignment outside of the LGA.

I am requesting shapefiles for the Preferred Alternative and LGA

Response to Submission S005 (Michael@DOC Johnson, Department of Conservation's Division of Oil, Gas, and Geothermal Resources (Division), November 16, 2017)

S005-1

The commenter indicates that the F-B LGA would result in changes to the well/production inventory that falls within the project footprint as compared to the May 2014 Project. The commenter also suggests that it is possible new wells have been drilled near the May 2014 Project alignment since completion of the original analysis. The commenter goes on to request the shapefiles for both footprints to identify changes to the well/production facility inventory.

The requested shapefiles are included as part of the Administrative Record for the Draft Supplemental EIR/EIS and are available from the Authority upon request. All source documents used in the preparation of the Supplemental EIR/EIS are available by request, pursuant to the Public Records Act. Instructions and further information about Public Records Act requests can be found on the Authority's website.

The Authority encourages written requests submitted via email to records@hsr.ca.gov. To send a written request via postal mail:
California High-Speed Rail Authority
Marie Hoffman/Public Records Officer
770 L Street, Suite 620 MS1
Sacramento, CA, 95814

Written requests should include details that will enable staff to identify and locate the requested records. The request should include a telephone number where the person making the request can be reached to discuss the request if the Authority needs additional information to locate records.

Within 10 days from the date the request is received, the Authority will make a determination on the request and will notify the requester of its decision. If the determination cannot be made within 10 days due to unusual circumstances as defined in Government Code section 6253.1, the Authority will notify the requesting person of the reasons for the delay and the date when the determination will be issued. No such notice shall specify a date that results in an extension of more than 14 days.

Additionally, the Authority prepared BFSSA WBS 7.3.3.1 Oil Well Map Book: Fresno to Bakersfield Locally Generated Alternative (F-B LGA) Compared to the May 2014 Project, dated October 5, 2016. Memo from Amanda Rose, Regional Consultant, to

S005-1

Melisa Bittancourt, Regional Manager, and Oliver Martinez, Regional Engineer. The Oil Well Map Book includes the location of oil wells located within and in proximity to the footprints of both the May 2014 Project and F-B LGA footprints and is also available on request from the Authority.

Submission S006 (Scott Morgan, State Clearinghouse, January 17, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #443 DETAIL

Status : Action Pending
Record Date : 1/24/2018
Response Requested : No
Affiliation Type : State Agency
Interest As : State Agency
Submission Date : 1/17/2018
Submission Method : Letter
First Name : Scott
Last Name : Morgan
Professional Title : Director
Business/Organization : State Clearinghouse
Address : 1400 Tenth Street
Apt./Suite No. :
City : Sacramento
State : CA
Zip Code : 95812-3044
Telephone : 916-445-0613
Email :
Email Subscription :
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues :
EIR/EIS Comment : Yes
Official Comment Period :
Attachments : 443_Morgan_letter_011718_Original.pdf (355 kb)

S006-1



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

January 17, 2018

Mark McLoughlin
 California High Speed Rail Authority
 770 L St, Suite 620 MS-1
 Sacramento, CA 95814

Subject: California High-Speed Train Project Fresno to Bakersfield Section
 SCH#: 2009091126

Dear Mark McLoughlin:

The State Clearinghouse submitted the above named Supplemental EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on January 16, 2018, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,



Scott Morgan
 Director, State Clearinghouse

Enclosures
 cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
 TEL (916) 445-0613 FAX (916) 323-3018 www.epr.ca.gov

Submission S006 (Scott Morgan, State Clearinghouse, January 17, 2018) - Continued

Document Details Report
State Clearinghouse Data Base

SCH# 2009091126
Project Title California High-Speed Train Project Fresno to Bakersfield Section
Lead Agency High Speed Rail Authority, California

Type SIR Supplemental EIR
Description The Fresno to Bakersfield Project Section EIR/EIS considered several alternatives between the cities of Fresno and Bakersfield and ultimately identified a Preferred Alternative from the Fresno high-speed rail station to the Bakersfield high-speed rail station to Oswell St in Bakersfield. The California High Speed Rail Authority Board certified the Fresno to Bakersfield Section Final EIR/EIS in May 2014. The Preferred Alternative identified by the Authority Board consists of portions of the BNSF alternative in combination with the Corcoran Bypass, Allensworth Bypass, and Bakersfield Hybrid alternatives. In Bakersfield, the preferred alternative included a station that would be constructed at the corner of Truxtun and Union Ave/SR 204, as well as maintenance of infrastructure facility that would lie along the alignment extending from downtown Fresno to approx 7th Standard Road. Therefore, the board did not approve a location for the portion of the alignment that extended into Bakersfield. The FRA, in August 2014, approved the entire preferred alternative from the Fresno Station to Oswell St in Bakersfield.

Lead Agency Contact
Name Mark McLoughlin
Agency California High Speed Rail Authority
Phone 916-403-6934 **Fax**
email
Address 770 L St, Suite 620 MS-1
City Sacramento **State** CA **Zip** 95814

Project Location
County Fresno, Tulare, Kern, Kings
City Fresno, Hanford, Wasco, Bakersfield
Region
Lat / Long
Cross Streets
Parcel No. various
Township various **Range** variou **Section** variou **Base** various

Proximity to:
Highways Hwy 43, others
Airports Several Local Airports
Railways UPRR, BNSF, SJVRR
Waterways Kings, Tule, & Kern Rivers; Cross & Poso Creeks
Schools Multiple
Land Use Various (urban[Industrial, commercial and residential], rural residential, agricultural, and undeveloped)

Project Issues Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects; Other Issues; Aesthetic/Visual; Minerals; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Fiscal Impacts; Flood Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation

Reviewing Agencies Resources Agency; Department of Boating and Waterways; Central Valley Flood Protection Board; Department of Conservation; Department of Fish and Wildlife, Region 4; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 6; Caltrans, Division of Transportation Planning; California Department of Education; Office of Emergency Services, California; Department of Food and Agriculture; Department of Housing and Community Development;

Note: Blanks in data fields result from insufficient information provided by lead agency.

Document Details Report
State Clearinghouse Data Base

Department of General Services; Air Resources Board; Air Resources Board, Transportation Projects; State Water Resources Control Board; Division of Drinking Water; State Water Resources Control Board, Division of Financial Assistance; State Water Resources Control Board, Division of Water Quality; State Water Resources Control Board, Division of Water Rights; Regional Water Quality Control Bd., Region 5 (Fresno); Department of Toxic Substances Control; California Energy Commission; Native American Heritage Commission; Public Utilities Commission; State Lands Commission; Other Agency(ies); California Department of Health and Human Services

Date Received 11/09/2017 **Start of Review** 11/09/2017 **End of Review** 01/16/2018

Note: Blanks in data fields result from insufficient information provided by lead agency.

Submission S006 (Scott Morgan, State Clearinghouse, January 17, 2018) - Continued

STATE OF CALIFORNIA

EDMUND G. BROWN JR., Governor

CALIFORNIA STATE LANDS COMMISSION
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825-8202

JENNIFER LUCCHESI, Executive Officer
(916) 574-1800 Fax (916) 574-1810
California Relay Service TDD Phone 1-800-735-2929
from Voice Phone 1-800-735-2922



Contact Phone: (916) 574-1890
Contact FAX: (916) 574-1885

Governor's Office of Planning & Research

JAN 16 2018
STATE CLEARINGHOUSE

January 16, 2018

File Ref: SCH #2009091126

Mark McLoughlin
Attn: Draft Supplemental EIR/EIS for the Fresno to Bakersfield Project Section
California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

VIA REGULAR & ELECTRONIC MAIL (Fresno Bakersfield@hsr.ca.gov)

Subject: Draft Supplemental Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Fresno to Bakersfield Project Section of the California High-Speed Rail Project, Fresno, Kings, Tulare and Kern Counties

Dear Mr. McLoughlin:

The California State Lands Commission (Commission) staff has reviewed the subject Draft Supplemental EIR/EIS for the Fresno to Bakersfield Project Section of the California High-Speed Rail Project (Project), which is being prepared by the California High-Speed Rail Authority (Authority). The Authority, as the public agency proposing to carry out the Project, is the lead agency under the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.), and the Federal Railroad Administration is the lead agency under the National Environmental Policy Act (42 U.S.C. § 4321 et seq.). The Commission is a trustee agency for projects that could directly or indirectly affect sovereign land and their accompanying Public Trust resources or uses. Additionally, because the Project involves work on sovereign land, the Commission will act as a responsible agency.

Commission Jurisdiction and Public Trust Lands

The Commission has jurisdiction and management authority over all ungranted tidelands, submerged lands, and the beds of navigable lakes and waterways. The Commission also has certain residual and review authority for tidelands and submerged lands legislatively granted in trust to local jurisdictions (Pub. Resources Code, §§ 6009, subd. (c); 6009.1; 6301; 6306). All tidelands and submerged lands, granted or

Mark McLoughlin

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January 16, 2018

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ungranted, as well as navigable lakes and waterways, are subject to the protections of the common law Public Trust Doctrine.

As general background, the State of California acquired sovereign ownership of all tidelands and submerged lands and beds of navigable lakes and waterways upon its admission to the United States in 1850. The State holds these lands for the benefit of all people of the State for statewide Public Trust purposes, which include but are not limited to waterborne commerce, navigation, fisheries, water-related recreation, habitat preservation, and open space. On tidal waterways, the State's sovereign fee ownership extends landward to the mean high tide line, except for areas of fill or artificial accretion or where the boundary has been fixed by agreement or a court. On navigable non-tidal waterways, including lakes, the State holds fee ownership of the bed of the waterway landward to the ordinary low-water mark and a Public Trust easement landward to the ordinary high-water mark, except where the boundary has been fixed by agreement or a court. Such boundaries may not be readily apparent from present-day site inspections.

Staff understands that a portion of the proposed Project is within the Commission's jurisdiction on State-owned sovereign land in the Kern River, near City of Bakersfield, Kern County and will require a General Lease – Public Agency Use. A lease application (File Reference No. W 27137) received September 22, 2017, is currently incomplete (see attached letter to Larry Bellucci, Senior Right of Way Agent, October 20, 2017). Please contact Cheryl Hudson, Public Land Management Specialist (see contact information below), with responses to outstanding questions in the incomplete letter dated October 20, 2017, or for updated information on the status of the application.

Project Description

The Authority proposes the rail alignment from Shafter (Poplar Avenue) to the City of Bakersfield (Oswell Street). From the Project Description, Commission staff understands that the Project would include a "viaduct or elevated structure" crossing the Kern River. The Project's objectives and needs include the following:

- Develop a high-speed train system (guideways, structures, stations, traction-powered substations, and maintenance facilities) that coordinates with the State's existing transportation network, including intercity rail and bus lines, regional commuter rail lines, urban rail and bus transit lines, highways, and airports
- Provide electric-powered high-speed rail service between major urban centers, and that connects to airports, mass transit, the highway network in the south San Joaquin Valley, and the northern and southern portions of the system
- Provide the specific rail alignment from city of Shafter to City of Bakersfield crossing the Kern River (under Commission's jurisdiction) for the "Fresno to Bakersfield Locally Generated Alternative" in the Draft Supplemental EIR/EIS. (the Authority approved the Final EIR/EIS in May 2014, with the Preferred Alternative, and deferred alignment in this Bakersfield area)

Submission S006 (Scott Morgan, State Clearinghouse, January 17, 2018) - Continued

Mark McLoughlin

Page 3

January 16, 2018

- Compare the Fresno to Bakersfield Locally Generated Alternative with the May 2014 Final EIR/EIS Project Alternative

Environmental Review

Commission staff requests that the Authority consider the following comments on the Project's Supplemental EIR/EIS.

General Comments

- S006-3 | 1. Detailed Project Description: Commission staff requests that specific Project details, such as engineering plans, for the "viaduct and elevated structure" crossing over the Kern River (Draft Supplemental EIR/EIS, Appendix 3.8-A) be included in the Supplemental EIR/EIS and Alignment Plans, Section C, HSR Elevated Structures Plans. Commission staff will need to rely on this analysis to determine the extent of the Commission's jurisdiction and evaluate the associated impacts and mitigation measures.
- S006-4 | 2. Mitigation Measures: The Commission staff requests that all mitigation measures are either presented as specific, feasible, enforceable obligations, or they are presented as formulas containing "performance standards which would mitigate the significant effect of the project and which may be accomplished in more than one specified way" (State CEQA Guidelines, §15126.4, subd. (a)).
- S006-5 | Biological Resources and Wetlands
3. Underwater Noise: If pile driving is needed to construct the elevated structures in or over the Kern River, staff requests that additional analysis be included in the Supplemental EIR/EIS explaining possible impacts from using vibratory or impact hammers. If it is expected that underwater noise would be generated, then an underwater noise analysis should be included in the MND to assess impacts on special-status species (see Draft Supplemental EIR/EIS page 3.4-C-4).
- S006-6 | Hydrology and Water Resources
4. Mitigation Measure HWR-MM#1 Construction: Commission staff requests that floodplain protection measures be identified and implemented during construction activities in the Kern River floodplain. Please also identify if cofferdams, spill prevention plans (Mitigation Measure HMW IAMM#7 on Draft Supplemental EIR/EIS page 3.10-10) or offsite refueling requirements would be included during construction (Draft Supplemental EIR/EIS page 3.8-44).
- S006-7 | Hazardous Materials and Wastes
5. Mitigation Measure HMW IAMM#5 Undocumented Contamination: Please consult with Commission staff when preparing construction management plans for disturbance of undocumented contaminated soil in the Kern River (Draft Supplemental EIR/EIS page 3.10-40).

Mark McLoughlin

Page 4

January 16, 2018

S006-8

Recreation

6. Public Access to Waterways: To the extent feasible, Commission staff requests that the Kern River remain accessible to the public for recreational uses (Supplemental Draft EIR/EIS page 3.8-19) throughout the construction period when cofferdams (Supplemental Draft EIR/EIS page 3.8-28), barges, or other features are placed in the Kern River. Promoting public access to and using California's navigable waters is a mandate of the California Constitution (art. X, § 4), a condition of statehood in the Act of Admission (9 Stat. 452), and a responsibility of State agencies pursuant to the Public Trust Doctrine.

S006-9

Thank you for the opportunity to comment on the Draft Supplemental EIR/EIS for the Project. As a responsible and trustee agency, the Commission will need to rely on the Final Draft Supplemental EIR/EIS for issuing a new lease as specified above and, therefore, we request that you consider our comments prior to certifying the Supplemental EIR/EIS.

Please send copies of future Project-related documents, including electronic copies of the Final Supplemental EIR/EIS, Mitigation and Monitoring Plan, Notice of Determination, CEQA Findings and, if applicable, Statement of Overriding Considerations when they become available. Please refer questions concerning environmental review to Afifa Awan, Environmental Scientist, at (916) 574-1891 or via e-mail at Afifa.Awan@slc.ca.gov. For questions concerning Commission leasing jurisdiction, please contact Cheryl Hudson, Public Land Management Specialist, at (916) 574-0732 or via e-mail at Cheryl.Hudson@slc.ca.gov.

Sincerely,


Cy R. Ogden, Chief
Division of Environmental Planning
and Management

Attachments

October 20, 2017, Incomplete Letter Requesting Additional Application Information

cc: Office of Planning and Research
L. Bellucci, Authority
A. Awan, Commission
P. Huber, Commission
C. Hudson, Commission

Submission S006 (Scott Morgan, State Clearinghouse, January 17, 2018) - Continued

STATE OF CALIFORNIA

EDMUND G. BROWN JR., Governor

CALIFORNIA STATE LANDS COMMISSION
100 Howe Avenue, Suite 100-South
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California Relay Service From TDD Phone 1-800-735-2929
from Voice Phone 1-800-735-2922

Governor's Office of Planning & Research
JAN 16 2018
STATE CLEARINGHOUSE
Established in 1938
October 20, 2017

Contact Phone: (916) 574-0732
Contact FAX: (916) 574-1835

File Ref: W 27137

Larry Bellucci
Senior Right of Way Agent
California High-Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

SUBJECT: General Lease – Public Agency Use for Construction of a New
Electric-Powered High-Speed Train System From Fresno to
Bakersfield, Fresno and Kings Counties

Dear Mr. Bellucci:

Staff reviewed your application to determine if it contains sufficient information to be determined complete as provided by law and the Commission's application requirements.

According to the information provided, the application is incomplete and the following needs to be provided:

1. The application identifies that the proposed Project crosses Kings River, Cole Slough, and Dutch John Cut under the Commission's jurisdiction. However, the map in the Notice of Determination (http://www.hsr.ca.gov/Programs/Environmental_Planning/final_fresno_bakersfield.html) shows that the Project also crosses Tule River, Poso Creek, and Kern River. Therefore, Commission staff requests a map that shows the final rail routes for this Project from the city of Fresno to the city of Bakersfield crossing all water bodies so that the Commission staff can better assess Commission's jurisdiction for leasing these areas to the Applicant for the proposed Project.
2. Please state and show on a map the Project alternatives that were selected as the final Project design on lands under the Commission's jurisdiction.

Larry Bellucci
Page 2
October 20, 2017

3. Please provide the Compensatory Mitigation Plan being referred to in response (Comment # S006-6) to the Commission comment letter for the Revised Draft Environmental Impact Report/Statement EIR/EIS that was submitted on September 20, 2012.
4. Please provide most recent biological or cultural surveys completed for Project areas under the Commission's jurisdiction.
5. Please provide National Marine Fisheries Service's Biological Opinion for the proposed Project that would help the Commission staff understand possible work on lands under the Commission's jurisdiction like piles in the wetted channels.
6. Because the Mitigation and Monitoring Program (MMP) (http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/brdmtg_050614_Item5_6_ExB_Mitigation_Monitoring_Reporting_Program.pdf) is for the entire project and not just lands under the Commission's jurisdiction, the Commission staff requests that the Applicant provide a spreadsheet (with recommended columns below) with information on all mitigation measures identified in the MMP. Commission staff would need to rely on this information to analyze all possible mitigation measures that should be applied to carrying out Project-related activities on lands under the Commission's jurisdiction. This information would also be needed to create exhibits for the staff report when recommending approving any lease to the Commission for this Project as done so for a different projects at http://archives.slc.ca.gov/Meeting_Summaries/2013_Documents/04-26-13/Items_and_Exhibits/C72.pdf and http://archives.slc.ca.gov/Meeting_Summaries/2016_Documents/10-13-16/Items_and_exhibits/63.pdf.

Please include the following columns in the spreadsheet:

- A. List of all Significant Impacts (No.)
 - Please list all significant impacts in the MMP even if they are not applicable to lands under the Commission's jurisdiction.
- B. Impact Name
 - Please list all impact names in the MMP even if they are not applicable to the lands under the Commission's jurisdiction.
- C. Impact Page #s in the Final EIR/EIS
- D. Less than Significant Impacts (prior to mitigation - if they have mitigation)
 - Please list all less than significant impacts in the MMP even if they are not applicable to the lands under the Commission's jurisdiction.

Submission S006 (Scott Morgan, State Clearinghouse, January 17, 2018) - Continued

Larry Bellucci
Page 3
October 20, 2017

E. Significant and Unavoidable Impacts (Yes/No)

- Please explain if the impact would be less than significant or unavoidable after applying the proposed mitigation measures.

F. Mitigation Measure #s

- Please list all mitigation measures in the MMP even if they are not applicable to the lands under the Commission's jurisdiction.

G. Commission Jurisdiction (Yes/No)

- Please state yes or no for all the impacts and mitigation measures in the MMP even if they are not applicable to lands under the Commission's jurisdiction. This would help the Commission staff determine all the mitigation measures that would need to be applied to lands under the Commission's jurisdiction.

H. Mitigation Measure Page #s in the FEIR/EIS

- This should provide page numbers and links to the final environmental documents where it explains how that specific mitigation would help reduce possible environmental impacts on lands under the Commission's jurisdiction.

I. Notes/Comments (e.g., why it is under Commission's jurisdiction or not)

- This should explain why each mitigation measure would or would not be applicable to lands under the Commission's jurisdiction so the Commission staff can document why certain mitigation measures were not part of the Responsible Agency MMP.

7. Please explain how climate change might impact areas under the Commission's jurisdiction and how these impacts would be handled for the life of the Project.

Although not necessary to deem the application complete, the following information is required by the Division of Environmental Planning Management to continue processing the application:

1. As a Responsible and Trustee Agency, the Commission will need to rely on the EIR/EIS for issuing any lease; therefore, we request that the Applicant confirm that all the documents are up to date at the following link http://www.hsr.ca.gov/Programs/Environmental_Planning/final_fresno_bakersfield.html.

Larry Bellucci
Page 4
October 20, 2017

2. Please provide most current bridge designs or construction plans crossing water bodies under the Commission's jurisdiction.

3. Please provide name, contract information, and status of permits with other agencies for areas under the Commission's jurisdiction.

4. Please provide results of coordination with the California Fish and Wildlife or other agencies for proposed activities under the Commission's jurisdiction.

5. Please provide results of all coordination with the Native American tribes for lands under the Commission's jurisdiction.

6. Please be advised that DEPM staff costs will be approximately \$3,000 for preparing the exhibit(s) for the staff report. This cost would be minimized if the Applicant provides the information requested to assist in writing the staff report for recommending approving the Project to the Commission.

7. Please ensure that the following MMP provision is included into the lease documents:

"Lessee agrees to be bound by and fully carry out, implement, and comply with all mitigation measures and reporting obligations identified as Lessee's, or Responsible Party's responsibility as set forth in the Mitigation Monitoring Program (MMP) attached hereto as Exhibit C and by this reference made a part of this Lease, or as modified by Lessor as permitted by law."

Upon receipt and review of the above information, you will be notified if your application is complete. Once your application has been deemed complete, the California State Lands Commission must act on your application as provided by law.

You are encouraged to submit the information listed above at the earliest possible time in order for us to process your application in a timely manner.

Please contact me at (916) 574-0732 if you have any questions on this matter.

Sincerely,

Original Signed by

Cheryl Hudson
Public Land Management Specialist

cc: Accounting

Response to Submission S006 (Scott Morgan, State Clearinghouse, January 17, 2018)

S006-1

The Authority takes this comment into consideration and will continue to coordinate with private and public sectors throughout project development. The Authority agrees that early coordination with agencies helps to develop a thorough environmental document and assists in streamlining the environmental process.

S006-2

The Authority takes this comment into consideration and will continue to coordinate with private and public sectors throughout project development. The Authority agrees that early coordination with agencies helps to develop a thorough environmental document and assists in streamlining the environmental process.

S006-3

Section 3.7, Biological Resources and Wetlands, Section 3.15, Parks, Recreation, and Open Space, and Section 3.16, Aesthetics and Visual Resources of the Draft Supplemental EIR/EIS evaluate the potential impacts associated with the elevated crossing of the Kern River. As indicated by the commenter, the design plans for the Kern River crossing are included in Volume III, Section C, Sheets ST-J1027, ST-J1028, and ST-J1029. The plan set included in Volume III of the Draft Supplemental EIR/EIS represents Preliminary Engineering for Project Definition. The Authority will continue to refine the design and will coordinate with affected stakeholders, agencies, and jurisdictions as the design is finalized.

S006-4

The commenter requests that all mitigation measures are either presented as specific, feasible, enforceable obligations, or they are presented as formulas containing performance standards which would mitigate the significant effect of the project and which may be accomplished in more than one specified way (State CEQA Guidelines, §15126.4, subd.(a)).

CEQA requires the Authority to analyze the potential impacts of the HSR (specifically for the May 2014 Project and F-B LGA in the Draft Supplemental EIR/EIS) and identify enforceable mitigation for each significant effect of the project and to mitigate or avoid the significant effects on the environment by adopting feasible mitigation measures as

S006-4

part of the project (Public Resources Code Section 21001.2). NEPA requires that all relevant, reasonable mitigation measures be identified, even if they are outside the jurisdiction of the lead agency or the cooperating agencies, and thus would not be committed to as part of the Record of Decision (RODs) of these agencies (40 CFR 1502.16(h), 1505.2(c)). Based on CEQA and NEPA requirements, the Draft Supplemental EIR/EIS mitigation measures are sufficient.

Refer to Section 3.1 of the Draft Supplemental EIR/EIS which summarizes the Authority's and FRA's approach to avoid and minimize potential impacts of the F-B LGA through planning, and thoughtful design, informed by decisions made at the conclusion of the Statewide Program EIR/EIS process, including the adopted mitigation strategies. The Draft Supplemental EIR/EIS, throughout Chapter 3, summarizes mitigation measures for the HSR System and the Fresno to Bakersfield Section and as applicable mitigation measures are identified specifically for the F-B LGA, proposed station location, maintenance facilities, and power conveyance facilities. The NEPA Mitigation Monitoring and Enforcement Plan (MMEP) and CEQA Mitigation Monitoring and Reporting Program (MMRP) will be amended to include new F-B LGA mitigation measures as applicable or revised mitigation measures applicable to the F-B LGA.

S006-5

A hydroacoustical analysis is not required as Project construction over the Kern River corridor is expected to occur when the river is dry. Additionally, the need for this type of analysis is generally triggered by potential affects to special-status aquatic species. No special-status aquatic species (anadromous fish) occur in the subject reach of the Kern River as downstream access is prohibitive (impassable barriers). Water flow in this reach of the Kern River is heavily managed via weirs, dams, and flood gates. If necessary, a dewatering plan will be prepared to ensure the channel is dry during the installation of the viaduct piers.

S006-6

As described in the Draft Supplemental EIR/EIS under Impact HWR#4 - Temporary Impacts on Floodplains, standard floodplain measures, as specified in Mitigation Measure HWR-MM#1, would be implemented during construction for work within the

Response to Submission S006 (Scott Morgan, State Clearinghouse, January 17, 2018) - Continued

S006-6

City of Shafter floodplain and Kern River floodplain. Cofferdams would be used during in-water work during construction to avoid discharge of sediment from the construction site (page 3.8-29). Accidental spills or releases during construction could contaminate water quality during construction. Therefore, a discussion of and reference to Avoidance and Minimization Measure HMW IAMM#7, Spill Prevention, from Section 3.10, Hazardous Materials and Wastes, was included in Impact HWR#2 and Impact HWR#3. Refer to Chapter 16 of this Final Supplemental EIR. Offsite refueling would not be required and is not discussed in the Draft Supplemental EIR/EIS.

S006-7

Relevant regulatory agencies and affected parties will be consulted when preparing construction management plans, consistent with HMW IAMM#5. As stated in the text of this avoidance and minimization measure (Draft Supplemental EIR/EIS, page 3.10-40), the Contractor will work closely with state and local agencies to resolve any such [unforeseen] encounters and address necessary cleanup or disposal.

No revisions to the Final Supplemental EIR are necessary based upon this comment.

S006-8

Access to the Kern River will be maintained to the maximum extent feasible throughout project implementation. There would be some temporary access restrictions during project construction due to the presence of construction vehicles and equipment, in the interest of public safety. As noted by the commenter, construction of the project would require work in the Kern River to accommodate the installation of in-water supporting piers (Draft Supplemental EIR/EIS, page 3.8-28), and would affect designated beneficial uses for the Kern River which include (but are not limited to) Water Contact Recreation and Non-Contact Water Recreation. The temporary restriction of access to very specific portions of the Kern River during project construction would not substantially affect these beneficial uses.

No changes to the Final Supplemental EIR have been incorporated based upon this comment.

S006-9




The Authority takes this comment into consideration and will continue to coordinate with private and public sectors during the environmental process of the environmental document. The Authority agrees that early coordination with agencies helps in developing a thorough environmental document and assists in streamlining the environmental process.

Submission S007 (Scott Morgan, State Clearinghouse, January 17, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #444 DETAIL

Status : Action Pending
Record Date : 1/24/2018
Response Requested : No
Affiliation Type : State Agency
Interest As : State Agency
Submission Date : 1/17/2018
Submission Method : Letter
First Name : Scott
Last Name : Morgan
Professional Title : Director
Business/Organization : State Clearinghouse
Address : 1400 Tenth Street
Apt/Suite No. :
City : Sacramento
State : CA
Zip Code : 95812-3044
Telephone : 916-445-0613
Email :
Email Subscription :
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues :
EIR/EIS Comment : Yes
Official Comment Period :
Attachments : 444_Morgan_letter_011718_Original.pdf (402 kb)

S007-1

 Edmund G. Brown Jr. Governor	STATE OF CALIFORNIA Governor's Office of Planning and Research State Clearinghouse and Planning Unit	 Ken Alex Director
January 17, 2018		
Mark McLoughlin California High Speed Rail Authority 770 L St, Suite 620 MS-1 Sacramento, CA 95814		
Subject: California High-Speed Train Project Fresno to Bakersfield Section SCH#: 2009091126		
Dear Mark McLoughlin:		
<p>The enclosed comment (s) on your Supplemental EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on January 16, 2018. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.</p> <p>The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.</p> <p>Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2009091126) when contacting this office.</p>		
Sincerely,  Scott Morgan Director, State Clearinghouse		
Enclosures cc: Resources Agency		
1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044 TEL (916) 445-0613 FAX (916) 323-3018 www.oprc.ca.gov		

Submission S007 (Scott Morgan, State Clearinghouse, January 17, 2018) - Continued



State of California • Natural Resources Agency
Department of Conservation
Division of Oil, Gas, and Geothermal Resources – District 4
4900 Stockdale Highway • Suite 100
Bakersfield, CA 93309
(661) 322-4031 • FAX (661) 861-0279

Edmund G. Brown Jr., Governor

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E

January 16, 2018

Governor's Office of Planning & Research

JAN 17 2018
STATE CLEARINGHOUSE

Mr. Mark McLoughlin
California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

Subject: California High-Speed Rail Project Fresno to Bakersfield Project Section Draft
Supplemental EIR/EIS
SCH No. 2009091126

Dear Mr. McLoughlin:

S007-2

The Department of Conservation, Division of Oil, Gas, and Geothermal Resources (Division) has received and reviewed the above Notice of Public Hearing and submits the following evaluation.

Division records indicate there are **eleven known** abandoned oil and gas wells, two active water disposal wells, and two proposed locations for new drill wells located within the project footprint. Please see the enclosed Well Review Report for additional information about these wells.

Each well may have had a mud pit/drilling sump associated with the well's drilling operations. Permanent track is indicated adjacent to or on an active production facility site in Section 36, T. 26S, R. 24E. For these reasons, the Division recommends soil testing and remediation of any contamination found in these areas. Please see comment 8 in the enclosed Well Review Report.

Buried flowlines may be present near active and formerly active wells.

The developer/project owner is required to consult with the Division prior to the commencement of any work to uncover a known abandoned well. A Division-issued permit is required prior to any alteration of well casing or plugging.

Aerial imagery suggests an elevated structure for permanent track has been built over well Fresno Associated Oil & Gas Co. 1, API No. 019-06061, in Section 23, T. 14S, R. 20E. The well is not plugged according to Division records and may be presumed to be capable of flow to the surface in wet years. Foundations/footings near this well could be adversely impacted by such flow. There is no record of consultation with the Division regarding this well in the well records.

Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS
California High-Speed Rail Authority
January 16, 2018
Page 2 of 13

S007-3

If during development activities, any wells are encountered that were not part of this review, the property owner/developer shall immediately notify the Division's construction site well review engineer in the Bakersfield district office. The district office will send a follow-up well evaluation letter to the property owner and local permitting agency. Remedial plugging and abandonment operations may be required.

Thank you for the opportunity to comment on this project. Should any questions arise, please contact me in the Bakersfield district office at (661) 334-3662.

Sincerely,

Michael Toland
Senior Oil and Gas Engineer
Environmental Unit Supervisor

enclosures

Submission S007 (Scott Morgan, State Clearinghouse, January 17, 2018) - Continued

Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS
 California High-Speed Rail Authority
 January 16, 2018
 Page 3 of 13

WELL REVIEW REPORT

S007-4

The Division of Oil, Gas, and Geothermal Resources (Division) possesses records regarding oil and gas wells drilled and operated in the State of California. (Cal. Public Res. Code, §§ 3215, 3126.) Based on the Division's records and expertise, the Division has undertaken review of the well(s) referenced below at the request of a party either having jurisdiction over the use of the parcel referenced above, or a party having control over, or an interest in, the use of the parcel. This request is considered by the Division as voluntary participation in the Division's Well Review Program. The Division provides the information below to facilitate local permitting agencies' exercise of local land-use authority regarding use of land where oil and gas wells are situated. In contrast, the Division does not possess local land-use decision authority, but alternatively has authority for permitting any necessary work on any well in the state. (Cal. Public Res. Code, §§ 3106 and 3203.)

The Division has conducted a record review of the known well(s) located on the above-referenced parcel(s). The record review process consists of determining the possible location, last known operator, and abandonment status of any known well on the property by examining records previously submitted to the Division, and then comparing the abandonment status with current abandonment standards.

In general, a well may be considered adequately abandoned when both the record review and on-site evaluation process reflect that steps have been taken to isolate all oil-bearing or gas-bearing strata encountered in the well, and to protect underground or surface water suitable for irrigation or farm or domestic purposes from the infiltration or addition of any detrimental substance, and to prevent damage to life, health, property, and other resources. (Cal. Public Res. Code, § 3208.)

Review of wells are divided into two parts for this report: Wells that may be encountered in the Locally Generated Alternative (LGA), and wells that may be encountered in the BNSF Alternative. California Code of Regulations (CCR) may be found at <http://ftp.consrv.ca.gov/pub/oil/laws/PRC10.pdf> CCR accessed on January 16, 2018 for this review.

The following is a summary of all known wells located near or within the LGA project footprint as provided in Volume II: Technical Appendices; Appendix 3.1-A Parcels within HSR Footprint.

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Well	Status
Ancora-Verde Corporation "Ansolabehe" 4 029-06793	<p>The record review process shows that the subject well is not abandoned to current Division standards as of January 2, 2018.</p> <p>Section 14, T. 29S, R. 27E., MD B&M</p> <p>Based on well records:</p> <ol style="list-style-type: none"> 1. The well does not meet plugging and abandonment requirements for surface plugging. CCR 1723.5 2. The well does not meet plugging and abandonment requirements for hole fluid. CCR 1723 (b) 3. The well does not meet plugging and abandonment requirements for plugging at a casing shoe. CCR 1723.3 4. The well does not meet plugging and abandonment requirements for freshwater protection. CCR 1723.2 (b) 5. The well does not meet plugging and abandonment requirements for oil and gas zone plugs. CCR 1723.1 (a) <p>The subject well is located near or under the elevated structure indicated on Page 15, Volume II: Technical Appendices – Appendix 3.1-A. Please refer to the Division's online Well Finder map for well location at http://www.conservation.ca.gov/dog/Pages/Wellfinder.aspx</p>
Ancora-Verde Corporation "Ansolabehe" 7 029-06797	<p>The record review process shows that the subject well is abandoned to current Division standards as of January 2, 2018.</p> <p>Section 14, T. 29S, R. 27E., MD B&M</p> <p>Based on well records:</p> <ol style="list-style-type: none"> 1. The well was tested for leakage and found not leaking on April 28, 2004. <p>The subject well is located near or under the elevated structure indicated on Page 15, Volume II: Technical Appendices – Appendix 3.1-A. Please refer to the Division's online Well Finder map for well location at http://www.conservation.ca.gov/dog/Pages/Wellfinder.aspx</p>

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ARCO Western Energy "Lerdo" 2 029-08931	<p>The record review process shows that the subject well is not abandoned to current Division standards as of January 9, 2018.</p> <p>Section 33, T. 28S, R. 27E., MD B&M</p> <p>Based on well records:</p> <ol style="list-style-type: none"> 1. The well does not meet plugging and abandonment requirements for hole fluid. CCR 1723 (b) 2. The well does not meet plugging and abandonment requirements for plugging at a casing shoe. CCR 1723.3 3. The well does not meet plugging and abandonment requirements for oil and gas zone plugs. CCR 1723.1 (a) 4. The well was tested for leakage and found not leaking on September 10, 2002. <p>The subject well is located near or within the area impacted by roadway construction indicated on Page 12, Volume II: Technical Appendices – Appendix 3.1-A. Please refer to the Division's online Well Finder map for well location at http://www.conservation.ca.gov/dog/Pages/Wellfinder.aspx</p>
California Resources Production Corporation "Freshman" 28-14H 030-58009	<p>The record review process indicates that the subject well has not been drilled as of January 9, 2018.</p> <p>Section 14, T. 28S, R. 25E., MD B&M</p> <p>The subject well is located near or within the area impacted by roadway construction indicated on Page 4, Volume II: Technical Appendices – Appendix 3.1-A. Please refer to the Division's online Well Finder map for well location at http://www.conservation.ca.gov/dog/Pages/Wellfinder.aspx</p>
California Resources Production Corporation "SILL" 28A(32)-14H 030-56717	<p>The record review process indicates that the subject well has not been drilled as of January 9, 2018.</p> <p>Section 14, T. 28S, R. 25E., MD B&M</p> <p>The subject well is located near or within the area impacted by roadway construction indicated on Page 4, Volume II: Technical Appendices – Appendix 3.1-A. Please refer to the Division's online Well Finder map for well location at http://www.conservation.ca.gov/dog/Pages/Wellfinder.aspx</p>

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Donald Len Barreth "H & K" 1 029-50234	<p>The record review process shows that the subject well is not abandoned to current Division standards as of January 12, 2018.</p> <p>Section 14, T. 29S, R. 27E., MD B&M</p> <p>Based on well records for the redrilled wellbore:</p> <ol style="list-style-type: none"> 1. The well does not meet plugging and abandonment requirements for surface plugging. CCR 1723.5 2. The well does not meet plugging and abandonment requirements for freshwater protection. CCR 1723.2 (b) 3. The well does not meet plugging and abandonment requirements for oil and gas zone plugs. CCR 1723.1 (b) <p>Based on well records for the original wellbore 2932'-3321':</p> <ol style="list-style-type: none"> 1. The record review process shows that this wellbore interval is abandoned to current Division standards as of January 12, 2018. <p>The subject well is located near or within a temporary impact area indicated on Page 15, Volume II: Technical Appendices – Appendix 3.1-A. Please refer to the Division's online Well Finder map for well location at http://www.conservation.ca.gov/dog/Pages/Wellfinder.aspx</p>
Essex Oil & Gas Company "Essex-Lord & Green" 2 029-06786	<p>The record review process shows that the subject well is not abandoned to current Division standards as of January 9, 2018.</p> <p>Section 11, T. 29S, R. 27E., MD B&M</p> <p>Based on well records for the redrilled wellbore:</p> <ol style="list-style-type: none"> 1. The well does not meet plugging and abandonment requirements for surface plugging. CCR 1723.5 2. The well does not meet plugging and abandonment requirements for hole fluid. CCR 1723 (b) 3. The well does not meet plugging and abandonment requirements for plugging at a casing shoe. CCR 1723.3 4. The well does not meet plugging and abandonment requirements for oil and gas zone plugs. CCR 1723.1 (b)

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	<p>Based on well records for the original wellbore 1072'-2845':</p> <ol style="list-style-type: none"> 1. The well does not meet plugging and abandonment requirements for hole fluid. CCR 1723 (b) 2. The well does not meet plugging and abandonment requirements for oil and gas zone plugs. CCR 1723.1 (b) <p>The subject well is located near or under the elevated structure indicated on Page 14, Volume II: Technical Appendices – Appendix 3.1-A. Please refer to the Division's online Well Finder map for well location at http://www.conservation.ca.gov/dog/Pages/Wellfinder.aspx</p>
<p>Lebow & Lebow "Nellie Owens" 1 029-08235</p>	<p>The record review process shows that the subject well is not abandoned to current Division standards as of January 4, 2018.</p> <p>Section 11, T. 29S, R. 27E., MD B&M</p> <p>Based on well records:</p> <ol style="list-style-type: none"> 1. The well does not meet plugging and abandonment requirements for surface plugging. CCR 1723.5 2. The well does not meet plugging and abandonment requirements for hole fluid. CCR 1723 (b) 3. The well does not meet plugging and abandonment requirements for freshwater protection. CCR 1723.2 (b) 4. The well does not meet plugging and abandonment requirements for oil and gas zone plugs. CCR 1723.1 (b) <p>The subject well is located near or under the elevated structure indicated on Page 15, Volume II: Technical Appendices – Appendix 3.1-A. Please refer to the Division's online Well Finder map for well location at http://www.conservation.ca.gov/dog/Pages/Wellfinder.aspx</p>

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<p>Petro Resources, Inc. "Lerdo-Bidart" 43 029-49720</p>	<p>The record review process shows that the subject well is not abandoned to current Division standards as of January 8, 2018. The Division recommends remediation of this well.</p> <p>Section 4, T. 29S, R. 27E., MD B&M</p> <p>Based on well records:</p> <ol style="list-style-type: none"> 1. The well does not meet plugging and abandonment requirements for surface plugging. CCR 1723.5 2. The well does not meet plugging and abandonment requirements for oil and gas zone plugs. CCR 1723.1 (a) <p>The subject well is located near or under the elevated structure indicated on Page 12, Volume II: Technical Appendices – Appendix 3.1-A. Please refer to the Division's online Well Finder map for well location at http://www.conservation.ca.gov/dog/Pages/Wellfinder.aspx</p>
<p>SWEPI, LP "Core Hole" F 029-30784</p>	<p>The record review process shows that the subject well is not abandoned to current Division standards as of January 9, 2018. The Division recommends (re)abandonment of this well.</p> <p>Section 31, T. 28S, R. 27E., MD B&M</p> <p>Based on well records:</p> <ol style="list-style-type: none"> 1. The well does not meet any plugging and abandonment requirements for cement plugs. CCR 1723 (a) 2. The well does not meet any plugging and abandonment requirements for hole fluid. CCR 1723 (b) <p>The subject well is located near or under the mainline track indicated on Page 11, Volume II: Technical Appendices – Appendix 3.1-A. Please refer to the Division's online Well Finder map for well location at http://www.conservation.ca.gov/dog/Pages/Wellfinder.aspx</p>

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The following is a summary of all known wells located near or within the BNSF Alternative project footprint as provided in Volume II: Technical Appendices: 3.1-A Parcels within HST Footprint Part 1-90, Part 91-150, and Part 151-250 of the Final Environmental Impact Report/Environmental Impact Statement.

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Well	Status
California Resources Production Corporation "Neufeld" WD 1 030-50072	Division records show that this well is active. Section 36, T. 26S, R. 24E., MD B&M The subject well is located near or under the permanent track indicated on Pages 149 and 150, Volume II: Technical Appendices; Appendix 3.1-A Parcels within HST Footprint Part 91-150 of the Final Environmental Impact Report/Environmental Impact Statement: Fresno to Bakersfield. Please refer to the Division's online Well Finder map for well location at http://www.conservation.ca.gov/dog/Pages/Wellfinder.aspx
California Resources Production Corporation "Rose" 1SWD 030-35395	Division records show that this well is active. Section 36, T. 26S, R. 24E., MD B&M The subject well is located near or within the area impacted by roadway construction and permanent track indicated on Page 151, Volume II: Technical Appendices; Appendix 3.1-A Parcels within HST Footprint Part 151-250 of the Final Environmental Impact Report/Environmental Impact Statement: Fresno to Bakersfield. Please refer to the Division's online Well Finder map for well location at http://www.conservation.ca.gov/dog/Pages/Wellfinder.aspx
Ebert & Brandt "Russell" 1 029-08092	The record review process shows that the subject well is not abandoned to current Division standards as of January 13, 2018. Section 25, T. 25S, R. 24E., MD B&M Based on well records for the 2 nd redrilled wellbore: <ol style="list-style-type: none"> 1. The well does not meet plugging and abandonment requirements for surface plugging. CCR 1723.5 2. The well does not meet plugging and abandonment requirements for freshwater protection. CCR 1723.2 (b) 3. The well does not meet plugging and abandonment requirements for oil and gas zone plugs. CCR 1723.1 (a) (b)

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	4. The well does not meet plugging and abandonment requirements for plugging at a casing shoe. CCR 1723.3 Based on well records for the 1 st redrilled wellbore below 2270'-6865': <ol style="list-style-type: none"> 1. The well does not meet plugging and abandonment requirements for oil and gas zone plugs. CCR 1723.1 (a) Based on well records for the original wellbore 6465'-8594': <ol style="list-style-type: none"> 1. The well does not meet plugging and abandonment requirements for oil and gas zone plugs. CCR 1723.1 (a) The subject well is located near or under the permanent track indicated on Pages 137 and 138 in Volume II: Technical Appendices; Appendix 3.1-A Parcels within HST Footprint Part 91-150 of the Final Environmental Impact Report/Environmental Impact Statement: Fresno to Bakersfield. Please refer to the Division's online Well Finder map for well location at http://www.conservation.ca.gov/dog/Pages/Wellfinder.aspx
Fresno Associated Oil & Gas Co. 1 019-06061	The record review process shows that the subject well is not abandoned to current Division standards as of January 8, 2018. The Division recommends (re)abandonment of this well. Section 23, T. 14S, R. 20E., MD B&M Based on well records: <ol style="list-style-type: none"> 1. The well does not meet any plugging and abandonment requirements for cement plugs. CCR 1723 (a) 2. The well does not meet any plugging and abandonment requirements for hole fluid. CCR 1723 (b) The subject well is located near or under the permanent track indicated on Page 7 in Volume II: Technical Appendices; Appendix 3.1-A Parcels within HST Footprint Part 1-90 of the Final Environmental Impact Report/Environmental Impact Statement: Fresno to Bakersfield. Please refer to the Division's online Well Finder map for well location at http://www.conservation.ca.gov/dog/Pages/Wellfinder.aspx

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<p>Geochemical Surveys "Covey" 77-9 107-00429</p>	<p>The record review process shows that the subject well is not abandoned to current Division standards as of January 13, 2018.</p> <p>Section 9, T. 24S, R. 24E., MD B&M</p> <p>Based on well records:</p> <ol style="list-style-type: none"> 1. The well does not meet plugging and abandonment requirements for surface plugging. CCR 1723.5 2. The well does not meet plugging and abandonment requirements for plugging at a casing shoe. CCR 1723.3 <p>The subject well is located near or under the permanent track indicated on Pages 120 and 121 in Volume II: Technical Appendices; Appendix 3.1-A Parcels within HST Footprint Part 91-150 of the Final Environmental Impact Report/Environmental Impact Statement: Fresno to Bakersfield. Please refer to the Division's online Well Finder map for well location at http://www.conservation.ca.gov/dog/Pages/Wellfinder.aspx</p>
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Total number of wells: 15

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The local permitting agency, property owner, and/or developer should be aware of, and fully understand, that significant and potentially dangerous issues may be associated with development near oil and gas wells. These issues are non-exhaustively identified in the following comments, and are provided by the Division for consideration by the local permitting agency, in conjunction with the property owner and/or developer, on a parcel-by-parcel or well-by-well basis. As stated above, the Division provides the above well review information solely to facilitate decisions made by the local permitting agency regarding potential development near oil or gas wells.

1. The Division recommends that access to any well located on the property be maintained in the event abandonment or re-abandonment of the well becomes necessary in the future. Impeding access to a well could result in the need to remove any structure or obstacle that prevents or impedes access. This includes, but is not limited to, buildings, housing, fencing, landscaping, trees, pools, patios, sidewalks, and decking.
2. Nothing guarantees that wells abandoned to current standards will not start leaking oil, gas, and/or water in the future. It always remains a possibility that any well may start to leak oil, gas, and/or water after abandonment, no matter how thoroughly the well was plugged and abandoned. The Division acknowledges wells that are presently abandoned to current standards have a lower probability of leaking oil, gas, and/or water in the future, but makes

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no guarantees as to the adequacy of the abandonment or the potential need for future re-abandonment.

3. Based on comments 1 and 2 above, the Division makes the following general recommendations:

- a. Maintain physical access to all oil and gas wells.
- b. Ensure that the abandonment of all oil and gas wells is to current standards.

If the local permitting agency, property owner, and/or developer chooses not to follow recommendation b for each well located on the development site property, the Division believes that the importance of following recommendation a for each well located on the subject property increases. If recommendation a cannot be followed for each well located on the subject property, then the Division advises the local permitting agency, property owner, and/or developer to consider any and all alternatives to proposed construction or development on the site (see comment 4 below).

4. Sections 3208 and 3255(a)(3) of the Public Resources Code give the Division the authority to order the re-abandonment of any well that is hazardous, or that poses a danger to life, health, or natural resources. Responsibility for re-abandonment costs for any well may be affected by the choices made by the local permitting agency, property owner, and/or developer in considering the general recommendations set forth in this letter. (Cal. Public Res. Code, § 3208.1.)
5. Maintaining sufficient access to an oil or gas well may be generally described as maintaining "rig access" to the well. Rig access allows a well servicing rig and associated necessary equipment to reach the well from a public street or access way, solely over the parcel on which the well is located. A well servicing rig, and any necessary equipment, should be able to pass unimpeded along and over the route, and should be able to access the well without disturbing the integrity of surrounding infrastructure.
6. The Division recommends that a local permitting agency consider the use of surface mitigation measures as a condition for project approval, if and when appropriate. Examples of surface mitigation measures include venting systems for wells, venting systems for parking lots, patios, and other hardscape, methane barriers for building foundations, methane detection systems, and collection cellars for well fluids. The Division does not regulate the design, installation, operation, or adequacy of such measures. The Division recommends that such surface mitigation measures are designed, installed, and operated by qualified engineers. The permitting of surface mitigation measures falls under the jurisdiction of the local permitting agency.
7. If during the course of development of a parcel any unknown wells are discovered, the Division should be notified immediately so that the newly discovered well(s) can be incorporated into the Well Review processes.
8. The Division recommends that any soil containing significant amounts of hydrocarbons be disposed of in accordance with local, state, and federal laws. Please notify the appropriate

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- S007-6 | authorities if soil containing significant amounts of hydrocarbons is discovered during development.
9. The Division recommends that the information contained in this Well Review Report, and any pertinent information obtained after the issuance of this report, be communicated to the appropriate county recorder for inclusion in the title information of the subject real property. This is to ensure that present and future property owners are aware of (1) the wells located on the property, and (2) potentially significant issues associated with any improvements near oil or gas wells.
- S007-7 | No well work may be performed on any oil or gas well without written approval from the Division in the form of an appropriate permit. This includes, but is not limited to, mitigating leaking fluids or gas from abandoned wells, modifications to well casings, and/or any other re-abandonment work. NOTE: The Division regulates the depth of any well below final grade (depth below the surface of the ground). Title 14, Section 1723.5 of the California Code of Regulations states that all well casings shall be cut off at least 5 feet but no more than 10 feet below grade. If any well needs to be lowered or raised (i.e. casing cut down or casing riser added) to meet this grade regulation, a permit from the Division is required before work can start.
- S007-8 | To reiterate, the local permitting agency, property owner, and/or developer should be aware of, and fully understand, that the above comments are made by the Division with the intent to encourage full consideration of significant and potentially dangerous issues associated with development near oil or gas wells.

Response to Submission S007 (Scott Morgan, State Clearinghouse, January 17, 2018)

S007-1

The Draft Supplemental EIR/EIS for the Fresno to Bakersfield Section was circulated for public review and comment between November 9, 2017 and January 16, 2018. Responses to public and agency comments received during the review period are provided in Chapters 20 through 26 (responses to comments on the Draft Supplemental EIR/EIS) of this Final Supplemental EIR for the Fresno to Bakersfield Section.

There were approximately 20 submissions to the Authority and FRA following the close of the comment period on the Draft Supplemental EIR/EIS. These comments and their corresponding responses have been included in Chapters 20 through 26 of this Final Supplemental EIR.

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As stated in the Draft Supplemental EIR/EIS Section 3.10 (pages 3.10-26 – 3.10-27), and in the Draft Supplemental EIR/EIS Section 3.9, locations of both active and abandoned oil wells were plotted from data obtained from the DOGGR (2015) database during preparation of the Draft Supplemental EIR/EIS. The Hazardous Materials and Wastes Technical Report (May 2017) indicates that 13 oil and gas wells are present within 330 feet of the alignment centerline (based upon 2016 data, which was the most current and accurate available at the time of preparation of this analysis). Section 5.5.8 (page 5-51) of the Technical Report also states, "...all construction and grading work within 100 feet of an oil well should be coordinated with the California Department of Conservation". This includes all oil and gas wells, not just those identified within the technical report. The technical report also indicates that appurtenant facilities (including pipelines) would also potentially need to be relocated and that mud sumps, pipelines, and storage tanks may be encountered.

Impact HMW #5 (Construction in Proximity of Landfills and Oil Well Sites) of the Draft Supplemental EIR/EIS for the F-B LGA indicates the following (page 3.10-37): "all construction and grading work conducted within 100 feet of an oil well site would be coordinated with the DOGGR, and active wells would be capped and abandoned, or relocated", and "Potential impacts of the F-B LGA associated with construction activities in proximity to landfills and oil well sites would occur in the same way as described in Section 3.10.5.3 of the Fresno to Bakersfield Section Final EIR/EIS (Authority and FRA

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2014: page 3.10-34), with the exception that the location of site-specific occurrences would vary due to the locations of the F-B LGA alignment and associated facilities."

The well noted by the commenter, "Fresno Associated Oil & Gas Co. 1, API No. 019-06061", is located in the City of Fresno and is not within the study area for the F-B LGA. As discussed in the Draft Supplemental EIR/EIS for the F-B LGA, DOGGR will be contacted prior to any construction work within 100 feet wells (abandoned or active).

No revisions to the Final Supplemental EIR are necessary based upon this comment.

S007-3

As indicated in Impact HMW #5 (Construction in Proximity of Landfills and Oil Well Sites) of the Draft Supplemental EIR/EIS for the F-B LGA (page 3.10-37), "all construction and grading work conducted within 100 feet of an oil well site would be coordinated with the DOGGR, and active wells would be capped and abandoned, or relocated". This includes any previously unknown wells that may be discovered during construction activities. Therefore, should an unexpected oil well be encountered, DOGGR would be contacted.

No revisions to the Final Supplemental EIR are necessary based upon this comment.

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As discussed under Impact HMW #5 (Construction in Proximity of Landfills and Oil Well Sites) of the Draft Supplemental EIR/EIS for the F-B LGA (page 3.10-37), "all construction and grading work conducted within 100 feet of an oil well site would be coordinated with the DOGGR, and active wells would be capped and abandoned, or relocated".

No revisions to the Final Supplemental EIR are necessary based upon this comment.

Response to Submission S007 (Scott Morgan, State Clearinghouse, January 17, 2018) - Continued

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As discussed under Impact HMW #5 (Construction in Proximity of Landfills and Oil Well Sites) in the Draft Supplemental EIR/EIS for the F-B LGA (page 3.10-37), “all construction and grading work conducted within 100 feet of an oil well site would be coordinated with the DOGGR, and active wells would be capped and abandoned, or relocated”.

No revisions to the Final Supplemental EIR are necessary based upon this comment.

S007-6

The commenter expresses concern regarding potentially dangerous situations that may be associated with development near oil and gas wells. DOGGR will be contacted regarding project construction activities, as discussed under Impact HMW #5 (Construction in Proximity of Landfills and Oil Well Sites) of the Draft Supplemental EIR/EIS for the F-B LGA (page 3.10-37).

No revisions to the Final Supplemental EIR are necessary based on this comment.

S007-7

As stated in the Draft Supplemental EIR/EIS Section 3.10 (pages 3.10-26 – 3.10-27), and in the Draft Supplemental EIR/EIS Section 3.9, locations of both active and abandoned oil wells were plotted from data obtained from the DOGGR (2015) database during preparation of the Draft Supplemental EIR/EIS. The Hazardous Materials and Wastes Technical Report (May 2017) indicates that 13 oil and gas wells are present within 330 feet of the alignment centerline (based upon 2016 data, which was the most current and accurate available at the time of preparation of this analysis). Section 5.5.8 (page 5-51) of the Technical Report also states, “...all construction and grading work within 100 feet of an oil well should be coordinated with the California Department of Conservation”. This includes all oil and gas wells, not just those identified within the technical report. The technical report also indicates that appurtenant facilities (including pipelines) would also potentially need to be relocated and that mud sumps, pipelines, and storage tanks may be encountered.

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Impact HMW #5 (Construction in Proximity of Landfills and Oil Well Sites) of the Draft Supplemental EIR/EIS for the F-B LGA indicates the following (page 3.10-37): “all construction and grading work conducted within 100 feet of an oil well site would be coordinated with the DOGGR, and active wells would be capped and abandoned, or relocated.” These activities would be conducted in coordination with the DOGGR and would be in compliance with relevant requirements.

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The Authority takes this comment into consideration and will continue to coordinate with private and public sectors during the environmental review process and subsequent phases of the project (right-of-way acquisition, regulatory permitting, final design, etc.).

Submission E001 (Vince Fong, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #330 DETAIL	
Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Elected Official
Interest As :	State Elected
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Vince
Last Name :	Fong
Professional Title :	Assemblymember
Business/Organization :	
Address :	P.O. Box 942849
Apt./Suite No. :	
City :	Sacramento
State :	CA
Zip Code :	94249-0034
Telephone :	916-319-2034
Email :	Assemblymember.Fong@assembly.ca.gov
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	
Good Morning!	
Please see attached for public comment.	
Sincerely,	
Vince Fong Assemblymember, 34th District	
EIR/EIS Comment :	Yes
Official Comment Period :	Yes
Attachments :	330_AssemblymemberFong_email_011618_Attachment.pdf (69 kb)

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COMMITTEES
VICE CHAIR: TRANSPORTATION
APPROPRIATIONS
BUDGET
UTILITIES AND ENERGY
RULES, REPUBLICAN ALTERNATE
SUBCOMMITTEES
BUDGET SUBCOMMITTEE NO. 3 ON
RESOURCES AND TRANSPORTATION

January 09, 2018

Mr. Dan Richard
Chairman
California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, California 95814

Dear Chairman Richard,

I am writing to express my concerns regarding the route proposed by the California High Speed Rail Authority (CHSRA) and its impact on the First Free Will Baptist Church and Bethel Christian School.

I have been told the First Free Will Baptist Church and Bethel Christian School will be negatively impacted by the construction of the proposed route from Fresno to Bakersfield and that this organization submitted numerous concerns in writing, before the Oct. 19, 2012, deadline, and in numerous public hearings (e.g., the Aug. 27, 2012, HSRA Hearing), but the HSRA has not been willing to discuss any viable mitigation for air quality, visual impact, noise pollution or vibration.

Given the impacts indicated above, it is clear that the proposed plans would have detrimental effects on community character, social interactions, and community cohesion. I respectfully request that you communicate with First Free Will Baptist Church and Bethel Christian School. Should you have any questions or concerns, please contact my office, by phone at (661) 395-2995 or via email at Lauren.skidmore@asm.ca.gov.

Sincerely,

Vince Fong

Assemblymember, 34th District

E001-1

Response to Submission E001 (Vince Fong, January 16, 2018)

E001-1

The commenter expresses concerns that the Authority has been unwilling to communicate with or discuss viable mitigation with the First Free Will Baptist Church and Bethel Christian School.

The previous comments and expressed concerns regarding the First Free Will Baptist Church and the associated Bethel Christian School appear six times in the Fresno to Bakersfield Section Final EIR/EIS documentation:

- In Volume IV, Response to Comments from Businesses and Organizations A-Q Part 1 of 2, dated 9-11-2011, pages 21-37 through 21-38 (referred to below as Comment Set 1);
- In Volume IV, Response to Comments from Public Meetings and Hearings 9-22-2011, pages 29-469 through 29-475 (referred to below as Comment Set 2);
- In Volume V Response to Comments from Businesses and Organizations Part 4 of 5, pages 40-949 through 410-953 (referred to below as Comment Set 3);
- In Volume V Response to Comments from Public Meetings and Hearings 8-27-2012, pages 48-116 through 48-118 (referred to below as Comment Set 4);
- In Volume V Post-Comment Period Submissions (dated December 18, 2013), pages 51-123 through 51-129 (referred to below as Comment Set 5);
- And Volume VI Letters Inadvertently Omitted from Volumes IV & V and Errata (dated 10-14-2011), pages 54-51 through 54-52 (referred to below as Comment Set 6).

Comment Set 1 expresses concerns that the Bethel Christian School was not considered in the Fresno to Bakersfield Section Draft EIR/EIS, stating that noise and vibration impacts to the school should be analyzed and mitigation such as a sound barrier should be considered. As stated in the response to comments, the Fresno to Bakersfield Section EIR/EIS was revised to include the school and the associated First Free Will Baptist Church; the responses to these comments provided in Volume IV also address the noise mitigation available and are sufficient to address the issues the commenter has described.

Comment Set 2 contains two individual submissions made at the September 22, 2011 public hearing. The first, Submission P045, included oral comments expressing concerns that the Bethel Christian School was not considered in the Fresno to Bakersfield Section Draft EIR/EIS, stating that impacts to the school should be analyzed and mitigation should be considered. As stated in the response to comments, the

E001-1

Fresno to Bakersfield Section EIR/EIS was revised to include the school and the associated First Free Will Baptist Church; the responses to these comments provided in Volume V are sufficient to address the issues the commenter has described. The second, Submission P046, is a written comment which reiterates concerns that the Bethel Christian School was not included in analysis, potential impacts to the school, the length and complexity of the document, and the quality of CEQA and NEPA analysis in the environmental document. The responses to these comments provided in Volume V are sufficient to address the issues the commenter has described.

Comment Set 3, a letter submitted in response to the Fresno to Bakersfield Revised Draft EIR/EIS, expresses concerns about a wide variety of issues and impacts, including provision of Spanish-translated text, proposed mitigation, noise impacts, document length and complexity, funding, and project location. The responses to these comments provided in Volume V are sufficient to address the issues the commenter has described.

Comment Set 4 contains oral comments submitted in response to the Fresno to Bakersfield Revised Draft EIR/EIS. These comments express opposition to the project, as well as concerns about stakeholder involvement, noise impacts and mitigation, and provision of Spanish-language documents. The responses to these comments provided in Volume V are sufficient to address the issues the commenter has described.

Comment Set 5 contains a letter submitted after the close of the comment period for the Fresno to Bakersfield Revised Draft EIR/EIS. The letter states that the church and school do not feel that their concerns have been adequately addressed, and outlines a number of concerns regarding impacts to the school and church including noise and aesthetic impacts, and a potential violation of rights and requirements for schools and religious institutions. Though the Authority is not required to respond to comments submitted after the close of the comment period, the Standard General Response issued in response to all letters submitted after the close of the comment period including Comment Set 5 summarizes and sufficiently addresses the issues the comment letter has described.

Comment Set 6 contains a letter submitted in response to the Fresno to Bakersfield Draft EIR/EIS that was inadvertently omitted from Volumes IV and V of the Fresno to Bakersfield Section Final EIR/EIS. The letter expresses concerns about a wide variety of issues and impacts, including provision of Spanish-translated text, proposed mitigation, noise impacts, document length and complexity, funding, and project location. The responses provided in Volume IV to Comment Sets 1 and 2, which had also been

Response to Submission E001 (Vince Fong, January 16, 2018) - Continued

E001-1

submitted in response to the Fresno to Bakersfield Draft EIR/EIS, sufficiently addressed the issues the commenter has described; responses provided in Comment Sets 3 and 4 also address these concerns, but these Comment Sets had been submitted in response to the Fresno to Bakersfield Revised Draft EIR/EIS.

Submission E002 (Andy Vidak, January 10, 2018)

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January 10, 2018

California State Senate

SENATOR
ANDY VIDAK

FOURTEENTH SENATE DISTRICT



COMMITTEES
VICE CHAIR
BANKING AND
FINANCIAL INSTITUTION
EDUCATION
ENERGY, UTILITIES
AND COMMUNICATIONS
GOVERNMENTAL
ORGANIZATION
NATURAL RESOURCES
AND WATER

The Honorable Dan Richard, Chair
California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, California 95814

Dear Chairman Richard:

E002-1

I am writing to express my concerns with the route proposed by the California High Speed Rail Authority (CHSRA) and the impact the route will have on the First Free Will Baptist Church and Bethel Christian School in Bakersfield.

It has come to my attention that the First Free Will Baptist Church and Bethel Christian School along with other organizations will be negatively impacted by the construction of the proposed route from Fresno to Bakersfield. I understand that they have submitted numerous concerns, both in writing and during several public hearings, yet the CHSRA has been unwilling to discuss their concerns regarding air quality, noise, vibration and visual impacts. These impacts will make it nearly impossible to provide an environment that is conducive to learning for our students.

It is extremely concerning to me that despite the documented impacts, the church-school facility has been omitted from the Environmental Impact Report (EIR). Given the nature of the High-Speed Rail project, it is critical that folks in the Central Valley have an opportunity to review and comment on the impact that each proposed project section will have on our community.

Additionally, the church-school legal team has reported a number of violations under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). With the church-school CEQA lawsuit making its way through the State judicial system, it is imperative that our constituents have every opportunity to participate in the regulatory process associated with the EIR.

It is clear to me that these proposed plans will adversely affect folks in the Valley. It is my request that you work with the First Free Will Baptist Church and Bethel Christian School to reach a positive resolution.

Note: There is legal obligation to include this letter as official comment to the Draft Supplemental EIR/EIS for the Fresno to Bakersfield Project Section and add this documentation to the existing Administrative Record for Case No.34-2014-80001864.

Sincerely,

ANDY VIDAK
Senator, 14th District

Response to Submission E002 (Andy Vidak, January 10, 2018)

E002-1

Refer to Standard Response FB-LGA-Response-N&V-01: Schools, FB-LGA-Response-N&V-02: General Assessment Methodology Concerns - Use of FRA Methodology/Criteria.

The commenter expresses concerns with the route proposed by the Authority and the impact the route will have on the First Free Will Baptist Church and Bethel Christian School in Bakersfield. The commenter notes that the church-school facility has been omitted from the Draft Supplemental EIR/EIS environmental scoping and public input process and the analysis in the Draft Supplemental EIR/EIS itself.

The church-school facility has not been omitted from the Draft Supplemental EIR/EIS as the commenter notes. The Draft Supplemental EIR/EIS addresses possible impacts to the First Free Will Baptist Church and Bethel Christian School facilities based on its location within the Project Study Area described in Section 3.1.3.3 of the Draft Supplemental EIR/EIS. The First Free Will Baptist Church and Bethel Christian School are specifically identified in numerous discussions in the Draft Supplemental EIR/EIS, including Section 3.4, Noise and Vibration (Section 3.4.3.2); Section 3.10, Hazardous Materials and Wastes (Table 3.10-2); Section 3.11, Safety and Security (Table 3.11-3 and under Impact S&S #14); Section 3.12, Socioeconomics and Communities (Section 3.12.3.7); and Section 3.16, Aesthetics and Visual Resources (Section 3.16.4.2). Air quality, noise and vibration, and visual impacts are referenced specifically by the commenter; these impacts are addressed in Sections 3.3, 3.4, and 3.16, respectively, of the Draft Supplemental EIR/EIS. Section 3.3, Impact AQ #6 of the Draft Supplemental EIR/EIS, addresses localized air quality impacts during construction to sensitive receptors such as schools. Section 3.4, Impact N&V #3 of the Draft Supplemental EIR/EIS, discusses potential noise impacts to schools and churches. Table 3.4-21 in this section specifically references the Bethel Christian School. Section 3.16, under Impact AVR #5 of the Draft Supplemental EIR/EIS, specifically discusses visual quality effects to the Bethel Christian School.

As discussed in Chapter 9 of the Draft Supplemental EIR/EIS, the Authority has provided extensive public and agency outreach as part of the Supplemental EIR/EIS process, as well as opportunities for public involvement and comment. The public involvement and outreach included preparation and distribution of informational

E002-1

materials such as fact sheets, informational meetings and open houses, public and agency scoping meetings and hearings, meetings with individuals and groups, workshops regarding the F-B LGA, and briefings to interested and/or affected stakeholders. The Authority will continue to coordinate with private and public sectors during the environmental process and subsequent phases of the project (right-of-way acquisition, regulatory permitting, final design, etc.) in order to address concerns and resolve issues.

A review of Appendix 3.12-C revealed that Bethel Christian School had inadvertently been omitted from Table 3.12-C-2, Schools in the Study Area for the F-B LGA. This mistake has been rectified and revisions to Appendix 3.12-C of the Draft Supplemental EIR/EIS have been made to include Bethel Christian School in Table 3.12-C-2. Refer to Chapter 16 of this Final Supplemental EIR.

Submission L001 (Christine Wilson, City of Shafter, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #336 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Local Agency
Interest As : Local Agency
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Christine
Last Name : Wilson
Professional Title : City Clerk
Business/Organization : City of Shafter
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Apt./Suite No. :
City : Shafter
State : CA
Zip Code : 93263
Telephone : 661-746-5000
Email : cwilson@shafter.com
Email Subscription :
Cell Phone : 661-746-5006

Add to Mailing List :

Stakeholder Comments/Issues :

Attn: Draft Supplemental EIR/EIS for the Fresno to Bakersfield Project Section
California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

Christine Wilson, CMC
City Clerk
City of Shafter
336 Pacific Avenue
Shafter, CA 93263

cwilson@shafter.com<mailto:cwilson@shafter.com>

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Pursuing our Vision

~ Preserving our Values

Please note that email correspondence with the City of Shafter, along with attachments, may be subject to the California Public Records Act, and therefore may be subject to disclosure unless otherwise exempt.

EIR/EIS Comment : Yes
Official Comment Period : Yes
Attachments : 336_CityofShafter_email_011618_Attachment.pdf (5 mb)

Submission L001 (Christine Wilson, City of Shafter, January 16, 2018) - Continued



336 Pacific Avenue, Shafter, California 93263

Via Electronic Delivery and U.S. Mail: Fresno_Bakersfield@hsr.ca.gov

January 16, 2018

Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS Comment
California High Speed Rail
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

RE: Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS Comment.

Dear Sir or Madam:

The City of Shafter ("City") is a strong, progressive community dedicated to its approximately 18,868 residents. As the proposed Fresno to Bakersfield portion of the California High Speed Rail runs directly through the core of the City, as well as impacts properties and citizens within City boundaries, the City has a strong interest in ensuring that all impacts of the High Speed Rail project are adequately analyzed and mitigated. Upon review of the Draft Supplemental EIR/EIS ("SEIR/EIS") for the Fresno to Bakersfield Section of the High Speed Rail, which analyzes the Fresno to Bakersfield Locally Generated Alternative ("F-B LGA"), the City submits the following comments.

I. The SEIR/EIS proposes inadequate mitigation measures.

The SEIR/EIS is required to describe feasible measures which could minimize significant adverse impacts. (CEQA Guidelines Section 15126.4(a).) California High Speed Rail Authority's ("Authority") discussion of mitigation measures fails to comply with CEQA in several respects.

L001-1 Mitigation measures must be fully enforceable through permit conditions, agreements, or other legally binding instruments, such as a Mitigation Monitoring and Reporting/Enforcement Plan. (CEQA Guidelines Section 15126.4(a)(2).) The SEIR/EIS identifies mitigation measures, which are included in the Mitigation Monitoring and Enforcement Plan ("MMEP") in Appendix 2-G, as amended. (Draft SEIR/EIS, pp. 2-1, 2-44.) However, the MMEP in Appendix 2-G does not contain the amendments and additional measures imposed to mitigate impacts of the F-B LGA Alternative. The MMEP must be amended to include the revised and additional measures so that the revised and additional measures are fully enforceable in compliance with CEQA.

L001-2 Some of the mitigation measures, as written, are not enforceable. For instance, the noise mitigation guidelines in N&V MM#3 on page 3.4-43 include a provision where the Authority will work with the communities to identify how the use and height of sound barriers would be determined using jointly developed performance criteria. Such criteria is not yet developed and impacts associated

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Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS Comment
Page 2

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with the development of barriers cannot be analyzed. N&V MM#4 (Draft SEIR/EIS, p. 3.4-44) depends on future technology, which is currently unknown. N&V MM#7 provides recommendations, but is not enforceable (such as recommending enclosing as many of the activities within the facility as possible). (Draft SEIR/EIS, p. 3.4-45.) Biological Resources measures BIO MM#57 and #64 fail for similar reasons, as consultation with other jurisdictions is required and the form of mitigation is not known. The Socioeconomic mitigation measures are also unenforceable as mitigation depends on the Authority "evaluat[ing] with property owner input the effectiveness of providing overcrossings or undercrossings of the HSR track to allow continued use of agricultural lands and facilities" (SO MM#4, Draft SEIR/EIS, p. 3.12-63), or "mak[ing] every effort to locate suitable replacement properties that are comparable to those currently occupied by these residents, including constructing suitable replacement facilities if necessary." (SO MM#1, Draft SEIR/EIS, p. 3.12-64.)

L001-3

L001-4

L001-5

L001-6

L001-7

L001-8

The formulation of mitigation measures should not be deferred until some future time. (CEQA Guidelines Section 15126.4(a)(1)(B).) Further, if mitigation measures would cause one or more significant effects, in addition to those that would be caused by the proposed project, those effects must be discussed in the environmental document. (CEQA Guidelines Section 15126.4(a)(1)(D).) The Authority has improperly deferred mitigation for a number of impacts, making it impossible for the City to determine whether the impacts, as described, will be properly mitigated, and whether the eventually developed mitigation measures will cause any additional significant effects. Where the Authority has acknowledged that mitigation measures may cause residual significant effects, those effects are not disclosed as mandated by CEQA. For instance, N&V MM#3 acknowledges that other solutions may result in higher numbers of residual impacts. The Authority fails to analyze such residual impacts or identify when such impacts would occur. BIO MM#66 on page 3.7-93 states that the FRA and HSR Authority will conduct habitat suitability determinations for the Buena Vista Lake Shrew (BVLS) after project approval. Since the USFWS 2017 Biological Opinion for the Project does not address the BVLS south of Shafter (see BVLS discussion below), the proposed mitigation violates CEQA by addressing potential significant impacts after project approval.

The Authority has failed to impose all feasible mitigation measures to reduce impacts related to traffic, safety, aesthetics, and land use, particularly in regards to road closures in the City of Shafter related to the proposed F-B LGA Alternative. For example, the Beech Avenue/Los Angeles Avenue connection at Santa Fe Way/State Route 43 could remain open with an underpass for the HST (elevated at that location) and the BNSF crossing remaining at grade.

II. The SEIR/EIS fails to adequately analyze project impacts.

In evaluating the significance of the environmental effects of the HSR project, the Authority, as lead agency, has an obligation to consider direct physical changes in the environment which may be caused by the project, as well as reasonably foreseeable indirect physical changes in the environment which may be caused by the project. (CEQA Guidelines Section 15064(d).) Here, the SEIR/EIS provides that because the Fresno to Bakersfield Final EIR/EIS did not analyze the May 2014 Project as a discrete subsection of the Fresno to Bakersfield Project, it does not provide conclusions using intensity thresholds for the May 2014 Project (as it did for the Allensworth Bypass, for example). Therefore, intensity thresholds are not used to analyze impacts for the F-B

Submission L001 (Christine Wilson, City of Shafter, January 16, 2018) - Continued

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Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS Comment
Page 3

L001-8

LGA, but the project's potential impacts are discussed in terms of context, intensity, and duration to provide an "apples-to-apples" comparison with the May 2014 Project. (See Draft SEIR/EIS, pp. 3.1-6, 3.9-4, 3.16-6.) The F-B LGA, however, is a discrete subsection of the Fresno to Bakersfield Project, like the Allensworth Bypass, and therefore should include a comparison to intensity thresholds to analyze impacts in addition to the current discussion as compares to the May 2014 Project. Such an evaluation would better inform the public as to potential impacts, particularly in the areas of aesthetics and geology, where technical studies were not updated from the prior May 2014 Project. To adequately identify and address impacts associated with the proposed F-B LGA, such studies should be updated to address this specific project.

Additionally, an EIR must be prepared with a sufficient degree of analysis to provide decision-makers with the information needed to make an intelligent judgment concerning a project's environmental impacts. (CEQA Guidelines Section 15151.) To that end, an EIR should provide a reasonable, good faith disclosure and analysis of the project's environmental impacts. (*Laurel Heights Improvement Ass'n v. Regents of Univ. of Cal.* (1988) 47 Cal.3d 376, 392.) The Authority has failed to provide a reasonable disclosure of the F-B LGA Alternative's environmental impacts. As such, the Authority cannot make an informed, intelligent judgment on the project's environmental impacts.

L001-9

For example, in Volume III, Alignment Plans, of the Draft Supplemental EIR/EIS ("SEIR/EIS"), from STA 6465 to STA 6513+94 (TT-D1022 to TT D1024), the Project will traverse through the northern portion of the City of Shafter's adopted Gossamer Grove Specific Plan and displace approximately 400 planned homes, two parks, and a school. The adopted Land Use Plan for Gossamer Grove is attached. Even more remarkable is the fact that the SEIR/EIS fails to identify or recognize that the Project will have significant aesthetic, noise, and circulation impacts on both existing and planned Gossamer Grove development. No sound barriers are proposed for the F-B LGA alignment through Gossamer Grove. The southern portion of Gossamer Grove Specific Plan is already developed with approximately 400 single family residential lots and a park. An additional 524 additional residential lots and a park have been approved for development. The approved and recorded tract maps for Gossamer Grove are as follows:

T 6762 – 149 buildable Lots: Ph 1 & Ph 2
T 6773 – 76 Buildable Lots
T 6982 – 87 Buildable Lots
T 6983 – 81 Buildable Lots
T 7115 – 93 Buildable Lots
TT 7314 – 153 Buildable Lots
TT 7315 – 78 Buildable Lots
TT 7319 – 207 Buildable Lots
Total = 924 Buildable Lots

The displacement of approximately 400 homes in the Gossamer Grove Specific Plan will also have a significant impact on Shafter's adopted 2015-2023 Housing Element. The City is responsible for meeting its identified housing needs under the adopted General Plan Element. As well, the removal of parks and a planned school will have a significant impact on the City's ability to meet its General Plan policies for such community goals and requirements.

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Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS Comment
Page 4

L001-10

For biological impacts, Figure 3.7-8 (page 3.7-41) of the SEIR/EIS identifies the federally listed Buena Vista Lake Ornate Shrew (BVLS) as located on the City of Bakersfield's Kern Fan Water Recharge property within the Kern River Corridor (Figure 3.7-12, page 3.7-71). The City of Bakersfield acknowledges its adoption of a BVLS Habitat Management Plan for the Kern Fan Water Recharge property in the attached March 25, 2013 letter. The Final Rule for listing BVLS Critical Habitat (attached) also recognizes Bakersfield's adopted BVLS Habitat Management Plan (78 FR 39836, 39856, 39857). However, the SEIR/EIS fails to identify the BVLS Habitat Management Plan or the Project's potential significant impacts to the BVLS and BVLS Habitat Management Plan.

The SEIR/EIS states on page 3.7-92 that the BVLS was not considered in the USFWS 2014 Biological Opinion for the Project, but a new Biological Opinion was issued in 2017. However, the SEIR/EIS states on page 2-2 that the new USFWS 2017 Biological Opinion only addresses the BVLS to Poplar Avenue in Kern County. That is, the USFWS 2017 Biological Opinion does not address the BVLS south of Shafter. Both the F-B LGA and May 2014 Project traverse the Kern River Corridor south of Shafter. Thus, analysis of the Project's potential significant impacts on the BVLS are deficient and violate CEQA. In addition, the SEIR/EIS and Fresno to Bakersfield Final EIR/EIS do not identify the City of Bakersfield's BVLS Habitat Management Plan or analyze the potential significant effects of the Project on the BVLS and Bakersfield's adopted BVLS Habitat Management Plan.

It should be noted that the identified USFWS 2017 Biological Opinion is not available to the public online, e.g. the USFWS's webpage. The USFWS 2017 Biological Opinion is not provided in Appendix 3.7-A (Special-Status Species and Observed Habitats) or Appendix 3.7-B (Comparison of Impacts on Biological Resources by Alternative) of the SEIR/EIS. As referenced on page 2-2 of the Draft SEIR/EIS (USFWS 2017a), the USFWS 2017 Biological Opinion is not correctly cited in Chapter 12 (page 12-12) of the SEIR/EIS. The item listed for 2017a on page 12-12 is as follows:

2017a. Online Threatened and Endangered Species Lists. Sacramento Fish and Wildlife Office, Sacramento, California. Records search executed February 23, 2017.

Without the above information, the Project's potential significant impacts to the BVLS cannot be adequately considered or analyzed by decision makers and the public. To accomplish that goal and meet the requirements of CEQA, the information identified above needs to be provided and re-circulated in the SEIR/EIS.

L001-11

Additionally, the F-B LGA provides several underpasses for Shafter's existing and adopted planned road ways but fails to provide underpasses for Shafter's West Beltway Freeway and North Beltway Freeway where their adopted alignments are traversed by the F-B LGA (Shafter Circulation Plan attached). The Freeways are designated for 210 feet of public right-of-way. The F-B LGA, as proposed, will prohibit the City of Shafter from implementing its adopted Circulation Plan. Therefore, unless the Authority constructs the underpasses prior to constructing the F-B LGA, the Project will prohibit the City of Shafter from adding capacity, reducing congestion, reducing air pollution, and reducing greenhouse gas emissions from the land use planned and adopted under Shafter's General Plan (attached). The F-B LGA provides an underpass for Verdugo Lane but only at 39' – 10½" in width. Verdugo Lane is designated as an Arterial (see attached Circulation Plan) and requires 110' wide public right-of-way. Moreover, the F-B LGA is

Submission L001 (Christine Wilson, City of Shafter, January 16, 2018) - Continued

January 16, 2018
Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS Comment
Page 5

L001-11 | displacing two arterials at the same location (see attached Circulation Plan). Thus, providing an arterial wide underpass for Verdugo Lane is not only important but necessary under Shafter's General Plan.

L001-12 | The Authority is proposing a Maintenance of Infrastructure Facility (MOIF) on the eastside of State Route 43/BNSF, just north of Fresno Avenue. The Shafter General Plan designates single family residential land use adjacent to the east and west sides of the MOIF (see attached Shafter Land Use Plan). The MOIF is a large, intensive industrial land use that will have significant noise, aesthetic, lighting, hours of operation, air quality, and project related traffic environmental impacts. The subject MOIF was not proposed in the May 2014 Project. The SEIR/EIS does not identify Shafter's adjacent adopted residential land use or analyze the potential significant impacts of the MOIF on residential land use. Since the SEIR/EIS fails to identify Shafter's adopted residential land use adjacent to and near the MOIF, the traffic analysis for the Project fails to adequately identify and analyze the significant transportation impacts in the City of Shafter.

The Authority's analysis of cumulative impacts is incomplete, particularly regarding impacts associated with consistency with the City's General and Specific Plans and impacts to the community within the City of Shafter. As discussed above, the SEIR/EIS fails to fully account for the Gossamer Grove Specific Plan and, therefore, the Project's impacts on the Specific Plan. Similarly, the Draft Supplemental EIR/EIS ("SEIR/EIS") fails to identify the adopted Shafter residential land use adjacent to the MOIF north of Fresno Avenue. The MOIF is a new project that was not considered under the May 2014 Project and its impact to the adjacent residential land use will be substantial and significant. These examples illustrate that no cumulative analysis can be completed until the information is provided and recirculated in the Draft Supplemental EIR/EIS ("SEIR/EIS").

L001-13 | For induced population growth, the SEIR/EIS states on page 3.18-18 that the "anticipated densification pattern projected to occur in the vicinity of HSR stations, including the F Street Station, would help reduce land use consumption as the population grows and support opportunities for transit-oriented development, which could reduce greenhouse gas emissions related to transportation." CHSRA has no local land use authority to require or implement such "anticipated densification" for any Project station location. As such, the transportation, air quality, greenhouse gas emissions, land use, water supply issues, housing, utilities, and public services significant impacts that will result from the unplanned induced growth could not be mitigated for the Project.

The Authority's discussion of growth inducing impacts also does not adequately analyze impacts associated with increased population growth in Kern County. The SEIR/EIS states that the HSR project induced growth would be 45,978 people in Kern County, which adjusts the 2035 population projection to 1,575,911 people. (Draft SEIR/EIS, p. 3.18-17.) The project induced growth exceeds current projections for Kern County, which is estimated at 1,302,000 persons by 2035, a 3.5 percent growth inducement. While acknowledging the increase in population, the SEIR/EIS concludes that the F-B LGA, like the May 2014 Project, will not induce substantial population growth beyond that already projected for the region and Kern County. (*Id.*) Increases in population may, however, tax existing community service facilities, or require the construction of new community service facilities, which may result in additional impacts. It cannot be assumed that

January 16, 2018
Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS Comment
Page 6

L001-13 | SEIR/EIS concludes that the F-B LGA, like the May 2014 Project, will not induce substantial population growth beyond that already projected for the region and Kern County. (*Id.*) Increases in population may, however, tax existing community service facilities, or require the construction of new community service facilities, which may result in additional impacts. It cannot be assumed that growth in an area is of little significance to the environment. (CEQA Guidelines Section 15126.2(d).) The increase of nearly 46,000 people could impact transportation, air quality and GHG emissions, land use, water supply issues, housing, and utilities as well as public services within the City of Shafter. These potential impacts must be analyzed in regards to growth inducing impacts.

We appreciate the opportunity to comment on the SEIR/EIS for the F-B LGA and trust that the Authority will address the above comments. Please contact me should you have any questions or require additional information.

Sincerely,

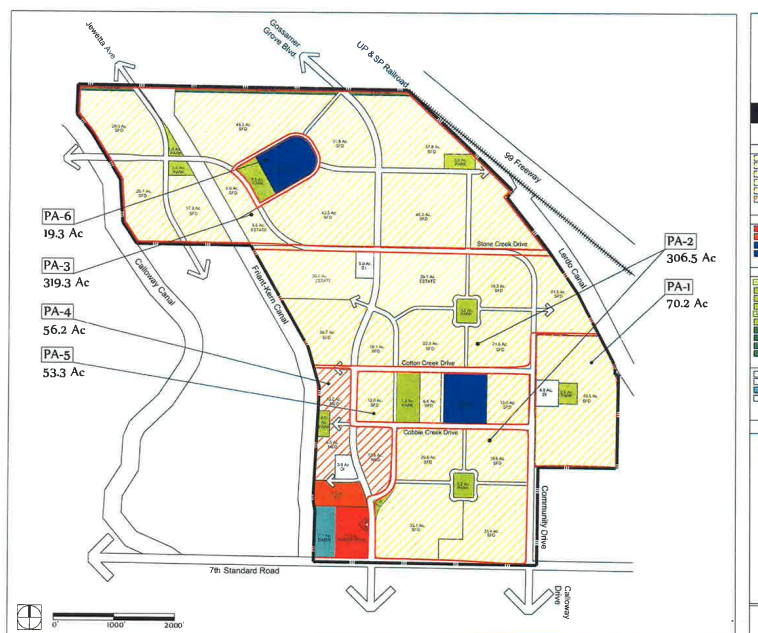


Scott Hurlbert
City Manager

Enclosures

1. City of Shafter adopted Gossamer Grove Specific Plan Figure 3-1 Land Use Plan.
2. City of Bakersfield March 25, 2013 Letter to USFWS for Proposed BVLS Critical Habitat Designation.
3. Federal Register, USFWS Final Rule for BVLS Critical Habitat Designation July 2, 2013.
4. City of Shafter adopted 2005 General Plan Figure 3-1 Circulation Plan.
5. City of Shafter adopted 2005 General Plan Figure 2-1 Land Use Plan.

Submission L001 (Christine Wilson, City of Shafter, January 16, 2018) - Continued



WATER RESOURCES DEPARTMENT
Art R. Chianello, P.E. • Water Resources Manager

March 25, 2013

VIA ELECTRONIC DELIVERY AND U.S. MAIL

Public Comments Processing
Attention: No. FWS-R8-ES-2009-0062
Division of Policy and Directives Management
U.S. Fish and Wildlife Service
4401 N. Fairfax Drive, MS 2042-PDM
Arlington, VA 22203

Re: Additional Comments of the City of Bakersfield to Proposed Rule, Revision and Reopening of Comment Period for the Critical Habitat Designation for Buena Vista Lake Shrew and Designation of Critical Habitat

Dear U.S. Fish and Wildlife Service ("USFWS"):

The City of Bakersfield ("City" or "Bakersfield") provides the following additional comments in response to the USFWS's March 5, 2013 reopening of the comment period for the revised proposal to designate critical habitat for the Buena Vista Lake Shrew ("BVLS") under the Endangered Species Act of 1973, as amended, published in the Federal Register on July 10, 2012 (77 FR 40706).

Through these comments the City refers to and incorporates herein its November 17, 2010, June 27, 2011 and September 10, 2012 comments regarding the proposed critical habitat designation, as well as all other correspondence and communications with USFWS regarding critical habitat for the BVLS.

As indicated in the City's prior comments, approximately 2,682 acres of the area currently proposed as critical habitat lies within Bakersfield's boundaries. That land, identified in the proposed rule as the Kern Fan Water Recharge (Unit 3) Site, is primarily used as a groundwater recharge and regulating facility within the City's 2800 Acre Recharge Facility ("2800 Acres").

The City submits these additional comments to again express its strong support and encouragement for the exclusion of the Kern Fan Water Recharge (Unit 3) Site from critical habitat designation for the BVLS. As explained in prior comments, the City's enhanced Habitat Management Plan ("HMP") for the BVLS can and will provide

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significantly greater conservation benefits for the species than critical habitat designation. The City's enhanced HMP is vastly superior to critical habitat designation because it would provide for the conservation of the essential physical and biological features for the species; contains management strategies and actions which will be implemented into the future; contains effective conservation strategies; and includes a monitoring program and adaptive management strategies to ensure that the conservation methods are effective and can be adapted in the future in response to new information.

In 2004 the City adopted and implemented the original comprehensive HMP for the preservation and protection of the BVLS within property originally proposed for designation as critical habitat for the BVLS. Since the adoption of the HMP in 2004, the City, in conjunction with Dr. Rick A. Hopkins of Live Oak Associates, Inc., has diligently implemented and carried out the HMP. The City and Dr. Hopkins have prepared and filed detailed annual reports over the past eight years with the USFWS describing their efforts and accomplishments in connection with the HMP and the protection of the BVLS. The City intends to continue these activities in connection with the implementation of the enhanced HMP.

The City previously demonstrated its commitment to the continued protection of the BVLS and its habitat by adopting and approving the enhanced HMP. We previously provided USFWS with a copy of a November 9, 2011 Resolution (No. 01-11WB) of the Water Board Committee of the Bakersfield City Council adopting the enhanced HMP and establishing a separate account in the City Water Department's annual operating budget solely devoted and dedicated to funding all future costs and charges necessary to implement and carry out the enhanced HMP.

The Water Board Committee is empowered and authorized by the Bakersfield Municipal Code to take actions on behalf of the City in connection with the operation and management of the City's Water Department, including enter into agreements, retain consultants, and regulate and control expenditures of the Water Department. (City of Bakersfield Municipal Code §§ 2.18.10 et seq.) A resolution adopted by the Water Board Committee therefore represents and constitutes a final binding action on the part of the City of Bakersfield.

The City additionally agrees and represents that it will not take any action to modify, rescind or alter Resolution No. 01-11WB without providing advance notice to USFWS. Similarly, the City will not revise, amend or rescind the enhanced HMP without giving notice to and consulting with USFWS.

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As explained in the original HMP adopted by the City in 2004, the City "already manages the KFRWA site in such a way as to promote the conservation of BVLS. Current management activities the City engages in include limiting public access to the site, cessation of grazing practices, protection of the site from development or encroachment, maintenance of the site as permanent open space which has been predominantly left in its natural vegetative state, and the spreading of flood waters which promotes the moisture regime and wetland and riparian vegetation determined by USFWS to be essential for conservation of BVLS" (Section 3.1.).

Existing conditions within the 2800 Acres therefore directly benefit and protect the BVLS and its habitat. The City has no intention or plan to alter physical conditions within the 2800 Acres or to use the property for any new or alternate purposes. As indicated, the City will also not contemplate or propose any material changes to the 2800 Acres, or the management of the 2800 Acres, without first giving notice to USFWS.

Based on these facts and circumstances, the City once again requests that USFWS exclude any and all portions of the City's 2800 Acres from the critical habitat designation, and instead allow the City to continue to implement the enhanced HMP.

If USFWS has any questions or concerns with regard to the information contained herein, please do not hesitate to give me a call. We look forward to continuing to meet and discuss with, and work with USFWS representatives with regard to the implementation of the enhanced HMP. We once again thank you for your attention to this matter.

Sincerely,



Art Chianello, P.E.
City of Bakersfield
Water Resources Manager

CC: Water Board Committee of the City Council, City of Bakersfield
Alan Tandy, Bakersfield City Manager
Virginia Gennaro, Bakersfield City Attorney
Colin L. Pearce, Duane Morris
Dr. Rick A. Hopkins, Live Oak Associates, Inc.
Ken Sanchez, U.S. Fish and Wildlife Service
Hilary Swartz, U.S. Fish and Wildlife Service

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Part II

Department of the Interior

Fish and Wildlife Service

50 CFR Part 17

Endangered and Threatened Wildlife and Plants; Designation of Critical Habitat for Buena Vista Lake Shrew; Final Rule

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DEPARTMENT OF THE INTERIOR Fish and Wildlife Service

50 CFR Part 17

[Docket No. FWS-R8-ES-2009-0062;
4500030114]

RIN 1018-AW85

Endangered and Threatened Wildlife and Plants; Designation of Critical Habitat for Buena Vista Lake Shrew

AGENCY: Fish and Wildlife Service,
Interior.

ACTION: Final rule.

SUMMARY: We, the U.S. Fish and Wildlife Service (Service), designate critical habitat for the Buena Vista Lake shrew (*Sorex ornatus relictus*) under the Endangered Species Act (Act). In total, approximately 2,485 acres (1,006 hectares) in Kings and Kern Counties, California, fall within the boundaries of the critical habitat designation. The effect of this regulation is to conserve the Buena Vista Lake shrew's habitat under the Act.

DATES: This rule becomes effective on August 1, 2013.

ADDRESSES: This final rule is available on the Internet at <http://www.regulations.gov>. at Docket No. FWS-R8-ES-2009-0062. Comments and materials received, as well as supporting documentation used in preparing this final rule, are available for public inspection, by appointment, during normal business hours, at the U.S. Fish and Wildlife Service, Sacramento Fish and Wildlife Office, 2800 Cottage Way, Sacramento, CA, 95825; telephone 916-414-6600; facsimile 916-414-6713.

The coordinates or plot points, or both, from which the maps were generated are included in the administrative record for this critical habitat designation and are available at <http://criticalhabitat.fws.gov/crithab/>, and at <http://www.regulations.gov> at Docket No. FWS-RS-ES-2009-0062, and at the Sacramento Fish and Wildlife Office (see **FOR FURTHER INFORMATION CONTACT**). Any additional tools or supporting information that we developed for this critical habitat designation will also be available at the Fish and Wildlife Service Web site and Field Office set out above, and may also be included in the preamble or at <http://www.regulations.gov>.

FOR FURTHER INFORMATION CONTACT: Karen Leyse, Listing Coordinator, U.S. Fish and Wildlife Service, Sacramento Fish and Wildlife Office, 2800 Cottage Way, Sacramento, CA, 95825; telephone

916-414-6600; facsimile 916-414-6713. If you use a telecommunications device for the deaf (TDD), call the Federal Information Relay Service (FIRS) at 800-877-8339.

SUPPLEMENTARY INFORMATION: Executive Summary

The critical habitat areas we are designating in this rule constitute our current best assessment of the areas that meet the definition of critical habitat for the Buena Vista Lake shrew. In total, we are designating approximately 2,485 acres (ac) (1,006 hectares (ha)), in six units in Kings and Kern Counties, California, as critical habitat for the subspecies. This is a final rule to designate critical habitat for the Buena Vista Lake shrew (shrew).

Why we need to publish a rule. Under the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 *et seq.*) (Act), any species that is determined to be a threatened or endangered species requires critical habitat to be designated, to the maximum extent prudent and determinable. Designations and revisions of critical habitat can only be completed by issuing a rule. We listed the Buena Vista Lake shrew as an endangered species in 2002 (67 FR 10101; March 6, 2002), proposed critical habitat in 2004 (69 FR 51417; August 19, 2004), and designated final critical habitat in 2005 (70 FR 3438; January 24, 2005). The previous final designation excluded all but 84 acres (ac) under section 4(b)(2) of the Act. In 2009, under the terms of a settlement agreement, we repropose the areas originally proposed in 2004 (74 FR 53999; October 21, 2009). We subsequently received new information on additional areas occupied by the shrew, and so revised the proposed critical habitat on July 10, 2012, to include two additional areas and one modification to an existing unit (77 FR 40706). Based on the settlement agreement, we are to submit a final designation to the **Federal Register** by June 29, 2013.

The basis for our action. Section 4(b)(2) of the Act states that the Secretary shall designate critical habitat on the basis of the best available scientific data after taking into consideration the economic impact, national security impact, and any other relevant impact of specifying any particular area as critical habitat. The Secretary can exclude an area from critical habitat if she determines the benefits of exclusion outweigh the benefits of designation, unless the exclusion will result in the extinction of the species. The critical habitat areas we are designating in this rule constitute our current best assessment of the areas

that meet the definition of critical habitat for the Buena Vista Lake shrew.

We have prepared an economic analysis of the designation of critical habitat. In order to consider economic impacts, we have prepared an analysis of the economic impacts of the critical habitat designations and related factors. We announced the availability of the draft economic analysis (DEA) in the **Federal Register** on March 5, 2013 (78 FR 14245), allowing the public to provide comments on our analysis. We have incorporated the comments and have completed the final economic analysis (FEA) concurrently with this final determination.

Peer review and public comment. We sought comments from independent specialists to ensure that our designation is based on scientifically sound data and analyses. We requested opinions from four knowledgeable individuals with scientific expertise to review our technical assumptions, analysis, and whether or not we had used the best available information. We received responses from two of the four peer reviewers. The peer reviewers that responded provided additional information, and suggestions to improve this final rule. Information we received from the peer reviews is incorporated in this final revised designation. We also considered all comments and information received from the public during the comment period.

Previous Federal Actions

We published a final rule listing the shrew as endangered in the **Federal Register** on March 6, 2002 (67 FR 10101). The final listing rule is available at <http://www.fws.gov/policy/library/2005/05-982.pdf>. Please refer to the final listing rule for information on Federal actions prior to March 6, 2002, and for additional information on the shrew and its habitat.

On January 12, 2004, the United States District Court for the Eastern District of California issued a Memorandum Opinion and Order (*Kern County Farm Bureau et al. v. Anne Badgley, Regional Director of the United States Fish and Wildlife Service, Region 1 et al.*, CV F 02-5376 AWIDLB). The order required us to publish a proposed critical habitat determination for the shrew by July 12, 2004, and a final determination by January 12, 2005. On July 8, 2004, the court extended the deadline for submitting the proposed rule to the **Federal Register** to August 13, 2004. We submitted a proposed rule by the required date, which was published in the **Federal Register** on August 19, 2004 (69 FR 51417). We published a notice in the **Federal**

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Register making available the DEA for the proposed designation on November 30, 2004 (69 FR 69578), and then published a final critical habitat designation on January 24, 2005 (70 FR 3438). The final designation excluded four of the five proposed units, based on the Secretary of the Interior's authority under section 4(b)(2) of the Act, that the benefits of exclusion outweighed the benefits of inclusion, and that exclusion would not result in the extinction of the subspecies.

In response to a legal complaint and resulting settlement agreement (*Center for Biological Diversity v. United States Fish and Wildlife, et al.*, Case No. 08–CV–01490–AWI–GSA), we published a new proposed designation, encompassing the same area as the 2004 proposed designation, on October 21, 2009 (74 FR 53999). We subsequently published a notice in the *Federal Register* on April 28, 2011 (76 FR 23781), announcing the availability of a new DEA, and the reopening of the comment period for the new proposed critical habitat designation, the associated DEA, and the amended required determinations. This document also announced a public hearing, which was held in Bakersfield, California, on June 8, 2011. On March 6, 2012, we were granted an extension by the Court to consider additional information on the shrew prior to publishing our new final critical habitat designation (*Center for Biological Diversity v. Kempthorne et al.*, Case 1:08-cv-01490–AWI–GSA, filed March 7, 2012). We published a revised proposed rule on July 10, 2012 (77 FR 40706), in which we proposed to designate approximately 5,182 ac (2,098 ha) in seven units in Kings and Kern Counties, California. We published a notice in the *Federal Register* making available the revised DEA on March 5, 2013 (78 FR 14245), and reopened the comment period on the revised proposed designation and revised DEA. We also announced a public hearing in that document, which took place in Bakersfield, California, on March 28, 2013.

Background

It is our intent to discuss below only those topics directly relevant to designating critical habitat for the Buena Vista Lake shrew in this final rule. For additional background information, please see the proposed designation of critical habitat for the Buena Vista Lake shrew published on July 10, 2012 (77 FR 40706), and available at <http://ecos.fws.gov>. That information is incorporated by reference into this final rule.

Species Information. The Buena Vista Lake shrew is a mammal, approximately the size of a mouse. Like other shrews, the subspecies has a long snout, tiny bead-like eyes, ears that are concealed, or nearly concealed by soft fur, and five toes on each foot (Burt and Grossenheider 1964, p. 2; Ingles 1965, pp. 81–84). Shrews are active day or night. When they are not sleeping, they are searching for food (Burt and Grossenheider 1964, p. 3). The Buena Vista Lake shrew is one of nine subspecies within the ornate shrew (*Sorex ornatus*) species complex known to occur in California (Hall 1981, pp. 37, 38; Owen and Hoffmann 1983, pp. 1–4; Maldonado 1992, p. 3).

Summary of Comments and Recommendations

We requested written comments from the public on the proposed designation of critical habitat for the Buena Vista Lake shrew during four comment periods, which took place subsequent to the 2009 proposal (73 FR 53999), the 2011 NOA (76 FR 23781), the 2012 revised proposal (77 FR 40705), and the 2013 notice of availability of the revised DEA (78 FR 14245) (see Previous Federal Actions, above). Each of the comment periods ran for 60 days. We contacted appropriate Federal, State, and local agencies; scientific organizations; and other interested parties and invited them to comment on the proposed rule and draft economic analysis during these comment periods. During the first comment period, we received five comment letters addressing the proposed critical habitat designation. During the second comment period, we received eight comment letters addressing the proposed critical habitat designation or the 2011 draft economic analysis. During the June 8, 2011, public hearing, one individual provided written comments, but we did not receive oral comments directly addressing the proposed designation. During the third comment period, we received four comments directly addressing the 2012 revised proposed critical habitat designation or the 2011 DEA. During the March 28, 2013, public hearing, we received one oral comment addressing the 2012 revised proposed critical habitat designation or the 2013 DEA.

All substantive information provided during comment periods has either been incorporated directly into this final determination or addressed below. Comments received were grouped into

general issues specifically relating to the proposed critical habitat designation for the shrew and are addressed in the following summary and incorporated into the final rule as appropriate.

Peer Review

In accordance with our peer review policy published on July 1, 1994 (59 FR 34270), we solicited expert opinions from four knowledgeable individuals with scientific expertise that included familiarity with the species, the geographic region in which the species occurs, and conservation biology principles. We received responses from two of the peer reviewers.

We reviewed all comments received from the peer reviewers for substantive issues and new information regarding critical habitat for the shrew. The peer reviewers provided additional information, clarifications, and suggestions to improve the final critical habitat rule. We address the two peer reviewers' comments in the following summary and have incorporated them into the final rule as appropriate.

Peer Review Comments

(1) *Comment:* One peer reviewer referred to the designation as essential to the conservation of the species, and indicated his agreement with our use of best available evidence, our methods, and our identification of essential habitat features (primary constituent elements (PCEs)). He stated that the rule appears to be supported by the latest scientific information; that we have accurately described that information; and that scientific uncertainties seem to have been clearly identified with the implications of those uncertainties described. He also noted that he has no additional information regarding the shrew's conservation needs, or indicating the location of additional populations, but that he is in the process of finalizing a genetic analysis of the shrew as compared to other subspecies in the San Joaquin Valley.

Our Response: We thank the reviewer for his comments. Should the genetic analysis provide significant new information regarding essential habitat or populations, we have the option of revising our designation in the future to take the information into account. (2) *Comment:* The second peer reviewer stated that, because the quantity of habitat necessary to conserve viable populations of the shrew is unknown, all remaining habitat known or suspected to be suitable should be protected. He concluded it was therefore appropriate and necessary to designate the 5,182 ac in 7 units that we had proposed.

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Our Response: We are designating all occupied areas containing the specific physical and biological features (the primary constituent elements) essential to the shrew. We delineated each area according to the extent of those features on the landscape, thereby including contiguous areas with essential habitat features to which a shrew population could reasonably be expected to extend. When we learned of the additional occupied areas, we published a revised proposal to include those areas in the designation as well. We consider the proposed areas sufficient for the conservation of the shrew because the proposed areas contain a variety of habitats usable by the shrew, meet the recovery goals established for the shrew (Service 1998, p. 192), and are large enough to accommodate expanding populations.

Although we are excluding one of the seven proposed units (see Exclusions, below), we are doing so because we consider the benefits of exclusion to outweigh the benefits of inclusion for the conservation of the shrew in that area. The area (Unit 3) is already protected by various means, and additional protections and benefits to the shrew may result due to exclusion. We thus consider this designation to follow the basic philosophy expressed by the reviewer: that all areas of essential habitat with the potential to benefit the shrew should be protected.

(3) *Comment:* The peer reviewer strongly recommended that we not exclude Unit 3, because the City of Bakersfield's habitat management plan for the area does not ensure optimal conditions for the shrew. Specifically, the plan allows extended periods without water, periodic flooding, and periodic ground disturbance for maintenance and repair of pumps and other equipment. The reviewer also noted that the City has not yet officially adopted the management plan.

Our Response: The City of Bakersfield has now submitted information to indicate it had officially adopted the management plan (Bakersfield Water Board Committee 2011, entire; Chianello 2013, p. 2). Although the habitat management plan may not be completely optimal for the shrew, we consider it to provide the best conservation option. Designation of the unit as critical habitat would not prevent the management drawbacks identified by the reviewer, since these drawbacks do not involve action by a Federal agency. We have worked with the City of Bakersfield over multiple years to address monitoring and protection of shrew habitat. We have consequently concluded that excluding

the unit from designation will assist our partnership with the City of Bakersfield to manage more effectively for the conservation of the shrew while still accommodating the City's use of the area as a groundwater recharge basin. For further analysis of the tradeoffs and benefits involved in our decision to exclude, see Exclusions Under Section 4(b)(2) of the Act—Kern Fan Water Recharge Area, below.

(4) *Comment:* The peer reviewer suggested we consider designation of the Wind Wolves Preserve (WWP), in southwestern Kern County. We had indicated in the proposed rule (77 FR 40709; July 10, 2012) that shrews in the Wind Wolves Preserve were expected to be adorned ornate shrews (*Sorex ornatus ornatus*), based on preliminary unpublished data from a mitochondrial DNA analysis of a tissue sample taken from one shrew at that location. The reviewer indicated his understanding, based on conversations with the geneticist who conducted the analysis, that the Wind Wolves sample was actually more similar to Buena Vista Lake shrews than to adorned ornate shrews. The reviewer also noted that additional samples from Wind Wolves Preserve still remain to be statistically analyzed, and that these could potentially corroborate the hypothesis that the shrews at Wind Wolves Preserve are Buena Vista Lake shrews.

Our Response: In considering whether to propose the Wind Wolves site as critical habitat for the Buena Vista Lake shrew, Service staff with expertise in genetics reviewed papers on shrew taxonomy and habitat by Dr. Maldonado and others, and noted that the historical range of Buena Vista Lake shrew, as depicted by Owen and Hoffman (1983), shows the Buena Vista Lake shrew as embedded within the range of the more common California ornate shrew (*S. ornatus ornatus*), which occupies more upland areas. They also found that the mitochondrial DNA of the one shrew sample contained a genetic type that occurs in ornate shrews at Tranquility and Helm, but not in any Buena Vista Lake shrew occurrences, suggesting that Wind Wolves Preserve might be the California ornate shrew. Our staff communicated with Dr. Maldonado, who supported our tentative conclusion that the Wind Wolves site contains California ornate shrews (Maldonado 2011, unpaginated). We are aware of the further genetic testing that Dr. Maldonado is conducting, and welcome further information from his study. However, we are responsible for using the best available information to complete the rule within the regulatory time-frame. When genetic analysis of

the Wind Wolves samples is completed, if the analysis supports the presence of Buena Vista Lake shrews at the Wind Wolves Preserve, the critical habitat designation may be revised to take such data into account.

Comments From States

During the development of the proposed rule and this final rule, we coordinated with the appropriate State agencies regarding the designation. Section 4(i) of the Act states, "the Secretary shall submit to the State agency a written justification for his failure to adopt regulations consistent with the agency's comments or petition." We did not receive any comments from State agencies regarding this critical habitat designation.

Public Comments

(5) *Comment:* Several commenters asked us to exclude Unit 2 based on the implementation of a biological opinion (BO) that we issued in 2004 for a wetlands restoration and enhancement project funded through the North American Wetlands Conservation Act (NAWCA) within the historical lake bed of Goose Lake (Service 2004).

Our Response: The terms and conditions in the BO all applied to the means by which groundbreaking activities would be carried out for the project (Service 2004, pp. 20–22). There was thus little provision established for ongoing management of the property for the benefit of the shrew after completion of the project. The BO did include several conservation recommendations, including: (1) that the effects of restoration activities on the shrew be monitored; (2) that an outreach and education program for the shrew be developed; and (3) that a programmatic BO be undertaken that would consider long-term seasonal wetlands maintenance actions. To our knowledge, none of these recommended conservation actions have been undertaken. In balancing the benefits of exclusion against the benefits of designation, we generally consider the extent to which exclusion would result in ongoing benefits that would not otherwise be realized. Because the NAWCA-funded wetlands improvement project is a completed project, and no ongoing management plan has been established for the conservation benefit of the shrew under the associated BO, the Secretary is not exercising her discretion to exclude Unit 2 under section 4(b)(2) of the Act.

(6) *Comment:* Several commenters asked us to exclude Unit 3 based on the completion and implementation of a

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habitat management plan (HMP) for the area.

Our Response: The Secretary has determined that the benefits of exclusion outweigh the benefits of inclusion of the area identified in Unit 3 as critical habitat. As a result, she has excluded Unit 3 under section 4(b)(2) of the Act. See Exclusions below for further discussion of this exclusion.

(7) Comment: Three commenters noted that, contrary to our description, the shrew is included as a covered species under the conservation easement establishing the Coles Levee Ecosystem Preserve, which overlaps most of Unit 4. One commenter added that the easement specifically benefits the shrew by establishing a year-round water supply to the artificial pond near which shrews were first found on the unit.

Our Response: Although the easement agreement does not specifically use the term "covered species" to apply to the shrew, the shrew is listed in the easement agreement as a "species of concern" (ARCO and CDFG 1992a, p. 9, Exhibit G p. 5). This qualifies it for certain additional protections beyond those applicable under the agreement to native species generally (ARCO and CDFG 1992a, pp. 7–9). However, these additional measures primarily cover actions that must be taken in association with groundbreaking activities, and do not add protections beyond those typically required for an incidental take permit under the Act.

None of the provisions of the conservation easement, or its associated documents such as the management permit, require or mention a year-round water supply for the artificial pond near which shrews were first found on the unit.

(8) Comment: Two commenters asked us to exclude Unit 4 based on: (1) a habitat conservation plan (Elk Hills HCP), which they indicated is being prepared for the nearby Elk Hills Oil Fields; and (2) the location of the unit within the confines of the Coles Levee Ecosystem Preserve.

Our Response: The Elk Hills HCP has been in preparation since approximately 2005, and is likely to require several more years for completion. Although the Buena Vista Lake shrew is likely to be a covered species, the Elk Hills HCP is intended primarily to minimize and mitigate impacts to upland species from oil and gas production in the Elk Hills Oil Fields (Live Oak Associates (LOA), 2006, pp. 1–3, 8). The Elk Hills Oil Fields area is a 75 square-mile (sq-mi) (194 square-kilometer (sq-km)) area west of Unit 4. The Elk Hills HCP will encompass the Elk Hills Oil Fields, as

well as selected rights-of-way and conservation lands within a buffer area surrounding the oil fields (LOA 2006, pp. 5, 8, 9). Although Unit 4 lies within the buffer area, not all lands within that area will be covered by the Elk Hills HCP. The best information currently available to us does not indicate whether Unit 4 will be among those areas afforded protection or not.

Because the Elk Hills HCP is still unfinished with no expected date of completion and because it is unclear at this time whether the Elk Hills HCP will apply to the Coles Levee Unit, we do not consider the Elk Hills HCP to add to the benefits of excluding the unit from critical habitat designation. Accordingly, we are not recommending and the Secretary is not considering that the areas identified as critical habitat within the proposed Elk Hills HCP be excluded under section 4(b)(2) of the Act.

The 6,059-ac (2,452-ha) Coles Levee Ecosystem Preserve was established in 1992 (Aera Energy 2011, p. 1), and is covered by a conservation easement held by the California Department of Fish and Wildlife (CDFW) (formerly the California Department of Fish and Game (CDFG)). Approximately 143 ac (58 ha) of the 270 ac (109 ha) in Unit 4 are within the Preserve. We interpret the comment to apply only to those areas of overlap. The purpose of the easement is to preserve the property in a natural condition, subject to oil and gas operations of the property owner (ARCO and CDFG 1992a, pp. 1, 2; ARCO and CDFG 1992b, p. 1). The easement includes terms under which habitat disrupted or destroyed by oil and gas operations can be mitigated by designation of lands within the property as compensation (ARCO and CDFG 1992a, pp. 3, 4). All lands not otherwise being used for oil and gas operations are subject to various wildlife protection provisions, some of which likely benefit the shrew. Such provisions include: (1) Restrictions on use of the property to wildlife conservation, and to oil and gas exploration and production; (2) various operational restrictions designed to minimize impacts to wildlife; (3) reclamation provisions for areas no longer needed for oil or gas extraction; and (4) phasing out of then-existing agricultural leases (ARCO and CDFG 1992a, pp. 2, 4–6, 10).

A management permit attached to the easement also requires biological monitoring for implementation of the wildlife mitigation measures, and an annual management meeting between CDFW and the landowner (ARCO and CDFG 1992a, Exhibit D, pp. 5, 6). These

provisions are still being carried out by Aera Energy, which obtained ownership of the property from ARCO in 1998 (Occidental of Elk Hills 2009, p. 3; Vance 2013, p. 1). However, Aera Energy does not have an active management permit for the area (Vance 2013, p. 1), so the requirements established by the management permit written for ARCO (Exhibit D) are presumably not enforceable against Aera.

In considering whether to exclude a particular area from designation, such as those portions of Unit 4 that are within the Coles Levee Ecosystem Preserve, we compare the benefits for the listed species of including the area, to the benefits for the listed species of excluding the area (see Exclusions, below). In this case, the shrew would be unlikely to benefit from exclusion. The conservation easement establishing the Coles Levee Ecosystem Preserve was not designed to protect or enhance riparian and wetland habitat. No partnerships exist between ourselves and other entities to advance shrew conservation in the area, so designation does not have the potential to disrupt such partnerships, and the Preserve will continue to operate in the same manner whether we exclude it from designation or not.

We have expressed concern in the past regarding the potential impacts of designation on CDFW's ability to manage for the shrew (70 FR 3457). CDFW is not currently managing for the shrew in the area, with the exception of avoidance measures established by the easement agreement related to groundbreaking activities (as discussed in our response to the previous comment) (Vance 2013, p. 1).

Additionally, we expect incremental costs resulting from critical habitat designation in Unit 4 (in the form of additional time spent for Section 7 consultation) to be low, and to be borne primarily by ourselves, and the project proponent rather than by CDFW (IEC 2013, pp. 4–4, 4–5, 4–9, 4–10). We therefore expect any additional regulatory burden of critical habitat on CDFW to be minimal. In contrast, designation of the area may benefit the shrew by publicizing the shrew's presence and habitat requirements at the site, thereby allowing present and future landowners to better take those requirements into account in their land-use planning. Accordingly, we are not recommending and the Secretary is not considering that the areas identified as critical habitat within the Coles Levee Unit be excluded under section 4(b)(2) of the Act.

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(9) Comment: Several commenters stated that certain proposed units should not be included in the final critical habitat designation because they are already subject to adequate management or protection, and therefore fail to meet the Act's definition of critical habitat as areas that "may require special management considerations or protection" (15 U.S.C. 1532(S)(A)(i)). Another commenter asked us to include all proposed areas, regardless of adequate management. The commenter noted that two courts, including the 9th Circuit, have indicated that adequate management is not a valid reason to avoid designation.

Our Response: We no longer consider adequate management or protections to be a sufficient basis for not designating an area as critical habitat. However, if an area has adequate management or protections, or if designation of critical habitat in the area may compromise the conservation of the species in some ways, then the Secretary may determine that the benefits of excluding the area from designation outweigh the benefits of inclusion (see Exclusions Based on Other Relevant Impacts, below).

(10) Comment: Several commenters asked us to exclude portions of Units 2 through 5 based on expected economic impacts, and on perceived impacts to public health and safety. The commenters were concerned that health and safety impacts would result from potential disruptions to water conveyance through the units, and to operation and maintenance of existing facilities such as natural gas pipelines. Other commenters asked us to designate all proposed critical habitat, and to make no exclusions.

Our Response: We are required by section 4(b)(2) of the Act to take into account the economic and other relevant impacts of critical habitat designation. The Secretary may account for those impacts by excluding any area for which the benefits of exclusion outweigh the benefits of designation, so long as this will not result in extinction of the species. Areas that do not contain any physical or biological features for the species, but that are within critical habitat units, do not constitute critical habitat and need not be excluded.

Critical habitat only directly affects Federal agencies. It does not affect the normal operation, maintenance, repair, or replacement of existing non-Federal facilities unless activities involve Federal agencies (permitting, funding). The delivery of water through existing canals, or of natural gas through existing pipes, on private or state land constitutes the normal operation of

those structures, and would not trigger section 7 consultation regardless of whether those structures were located within critical habitat. Additionally, some facilities for which exclusions were requested lack all the physical or biological features identified for the shrew, and so do not constitute critical habitat despite being located within the boundaries of a unit (see comment 11, below). These areas were included within the boundaries of the units because of the difficulty of removing these areas due to mapping constraints. Accordingly, with the exception of Unit 3 (see Exclusions below) the Secretary is not exercising her discretion to exclude any areas based on economic or other impacts.

(11) Comment: Various commenters asked us to redraw portions of Units 2 through 5 to avoid areas without any physical or biological features or their specific PCEs, such as vegetation-free canals, roads, and pipeline right-of-ways. Additionally, one commenter provided survey information to indicate that several basin areas in Unit 3 are without PCEs for the shrew. Another commenter stated that, based on his first-hand knowledge of the area, most of Unit 2 lacks an overstory of willows and cottonwoods, and that therefore the area does not qualify as critical habitat due to lack of a PCE.

Our Response: Based on the information provided, we reevaluated the proposed critical habitat boundaries in Units 2 through 5. As a result, we redraw the maps for Units 2 and 5 to remove two large, primarily concrete-lined canals that do not contain the physical or biological features required by the shrew, or any specific PCEs. In most cases, however, the redrawing of critical habitat units to avoid individual requested areas would require the use of impractically fine mapping scales.

Accordingly, we have removed such areas lacking the physical or biological features from the designation textually, by including the following paragraph in the regulatory description of Buena Vista Lake shrew critical habitat under the Regulation Promulgation section below: "Critical habitat does not include manmade structures (such as buildings, aqueducts, runways, roads, and other paved areas) and the land on which they are located" as of the effective date of the designation.

An overstory of willows and cottonwoods is not a PCE for the Buena Vista Lake shrew. Rather, it is an example of plants that may be present in areas exhibiting the first PCE: riparian or wetland communities containing a complex vegetative structure, with a thick cover of leaf litter

or dense mats of low-lying vegetation. Additionally, a given area need only support one of the three PCEs in order to be eligible for designation as critical habitat. As discussed under Unit 2: *Goose Lake Unit*, below, Unit 2 provides suitable moisture for the shrew (PCE 2), as indicated by its scattered freshwater marsh and riparian areas (some of which have been recently restored), and by the intermittent use of the area as a groundwater recharge basin. It also supports a complex vegetative structure (PCE 1) in many areas, including *Frankenia* spp. (frankenias), *Allenrolfea occidentalis* (iodine bush), and *Suaeda* spp. (seepweed) along the slough channels; *Typha* spp. (cattails), *Scirpus* spp. (bulrushes), and *Distichlis* spp. (saltgrass) in intermittently saturated areas; and dense mats of saltgrass and other shrubs in the southern portion of the unit. As is true of all the units, we lack direct evidence of a consistent and diverse supply of prey for the shrew in the unit (Unit 3), but reasonably infer such a supply based on the existence in the unit of habitat that would support it. Such habitat is demonstrated by the presence of the other two PCEs.

Because we are excluding Unit 3 in its entirety under section 4(b)(2) (see Exclusions, below), we do not reach the question of whether the unit should be redrawn to reflect a lack of PCEs in certain basins.

(12) Comment: Several commenters asked us to redraw Unit 5 to avoid the New Rim Ditch, levee, and adjacent roadway. One commenter also disagreed with our statement in the proposed designation that the moisture regime in Unit 5 is maintained by runoff from the New Rim Ditch, and submitted a report from an engineer who inspected the site and concluded such runoff or seepage was unlikely because, based on the high water mark in the ditch, the water in the ditch remains lower than the surrounding land.

Our Response: The bounds of Unit 5, as drawn for the proposed rule and finalized here, do not include the New Rim Ditch and its associated levee and roadway. We have removed reference to runoff from the New Rim Ditch as a contributing factor to the moisture regime in the unit.

(13) Comment: Several commenters expressed concern that critical habitat designation would limit various land use practices including: mosquito abatement procedures; groundwater recharge practices around Bakersfield; water conveyance to surrounding farmland; oil and gas development; and flood management.

Our Response: Critical habitat designations do not affect ongoing land

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use practices conducted without the involvement of a Federal agency. Consultation on critical habitat is only triggered when there is a Federal nexus (action carried out, funded, or authorized by a Federal agency). None of the activities listed above require Federal permits or other direct Federal action when carried out on non-Federal lands. Accordingly, we do not expect critical habitat designation to affect these activities.

(14) *Comment:* One commenter indicated that, based on recent trapping surveys, only 6.5 ac (2.6 ha) of habitat in Unit 2 was occupied by the shrew, and the shrew trapped at those locations may have been the adorned orate shrew (*Sorex ornatus ornatus*).

Our Response: The report for the trapping survey in question states that it was not possible from the trapping effort to determine the abundance or distribution of shrews on the site, but that the distance between capture points suggested they may be widely distributed (Uptain et al. 2004, p. 8). We drew the bounds of Unit 2 to encompass those areas in the vicinity of the trapping locations that exhibit at least one of the three PCEs essential to the Buena Vista Lake shrew. We characterize shrews trapped in that area as Buena Vista Lake shrews because the area is within the mesic (moist) lower elevation range of the Buena Vista Lake shrew rather than the semi-arid higher elevation range of the adorned orate shrew (77 FR 40709). Genetic tests conducted in 2006 on samples from the Goose Lake population are consistent with this characterization (Maldonado 2006, p. i; Service 2011, pp. 9, 10).

(15) *Comment:* One commenter expressed concern that no standardized survey methodology was employed for the identification of areas occupied by Buena Vista Lake shrews.

Our Response: We are required by section 4(b)(2) of the Act to designate critical habitat on the basis of the best scientific data available. The surveys and other information we used to determine occupied locations constitute those best data, despite the lack of a standardized survey methodology.

(16) *Comment:* Two commenters thought we should include additional habitat in the designation to provide for recovery. One of those commenters noted that the areas proposed do not meet the recovery recommendations of our recovery plan for Upland Species of the San Joaquin Valley, California ("Recovery Plan", Service 1998, p. 192).

Our Response: We note that normally, it is not necessary for critical habitat to coincide with recovery plan recommendations in order to meet its

requirements under the Act. Recovery plans, when available, constitute part of the best scientific evidence that we must consider when designating critical habitat. However, recovery plans do not themselves identify areas with features essential to the conservation of a species. They can therefore inform, but may not determine, the critical habitat designation process.

In addition, the comment regarding the recovery plan was made in response to our 2009 proposed designation, which included approximately 4,649 ac (1,881 ha) in five units. The Recovery Plan recommended three or more disjunct occupied sites comprising a total of 4,940 ac (2,000 ha). Our revised proposed designation of July, 2012 (77 FR 40705) included two additional units, and also increased the acreage of one of the existing units (Unit 4).

Accordingly, the revised proposal included approximately 5,182 ac (2,098 ha) in 7 units, and thus met the acreage recommendations of the Recovery Plan. We are completely excluding one of those units (Unit 3) from critical habitat designation (see Exclusions, below), but the site retains the physical and biological habitat features that the shrew requires, and will be managed for the shrew's conservation. We therefore consider the final critical habitat designation to comport well with the recovery plan recommendations.

(17) *Comment:* One commenter requested the legal descriptions of the units.

Our Response: The maps in this entry, as modified by any accompanying regulatory text, establish the boundaries of the critical habitat designation. The coordinates or plot points or both on which each map is based are available to the public at <http://criticalhabitat.fws.gov/crithab/>, and at <http://www.regulations.gov> at Docket No. FWS-R8-ES-2009-0062, and at the Sacramento Fish and Wildlife Office (see FOR FURTHER INFORMATION CONTACT, above).

(18) *Comment:* One commenter noted that the DEA was not available during the comment period immediately following publication of the 2012 revised proposed critical habitat designation (77 FR 40705). The commenter was concerned that: (1) We would proceed with critical habitat designation without completing the DEA; (2) commenters on the proposed rule would not have the benefit of information provided by the DEA; and (3) the opening of a separate comment period subsequent to completion of the DEA would improperly incrementally the notice and comment process.

Our Response: We published a notice in the Federal Register making available our completed DEA on March 5, 2013 (78 FR 14245). The notice opened a 60-day comment period for comments on either the DEA or on July 10, 2012, proposed designation (77 FR 40706). Commenters therefore have had the benefit of reviewing both the proposed designation and a completed DEA during an open comment period and were able to comment on the proposed rule, the revised proposed rule, the DEA, and all associated documents in a nonincremental fashion.

(19) *Comment:* Several commenters stated that the critical habitat designation provides no conservation benefit for the shrew, as indicated both by our statements to that effect in our 2004 proposal and 2005 final designations, and by the fact that the DEA estimates critical habitat to result in no additional conservation actions beyond those that would have been implemented due to the shrew's status as an endangered species.

Our Response: Our 2004 and 2005 documents indicated our opinion at the time that critical habitat provides "little" additional protection "in most circumstances." The statement thus does not indicate that critical habitat provides no additional protection to the shrew. Additionally, while the DEA does state that we are "unable to foresee a circumstance in which critical habitat would change the conservation efforts recommended for the shrew" (IEC 2013, p. ES-4), that does not account for benefits resulting from the educational and notification value of critical habitat. For instance, by identifying and publishing here the physical and biological habitat features required by the shrew, we inform landowners and Federal agencies of the shrew's habitat needs prior to the beginning of any subsequent consultations, thereby allowing them to plan for, and better incorporate, appropriate avoidance and minimization measures into their initial project descriptions.

(20) *Comment:* Several commenters noted that section 2(c)(2) of the Act requires us to "cooperate with State and local agencies to resolve water resource issues in concert with the conservation of endangered species." The commenters stated that critical habitat designation for the shrew would raise such issues, and that we must therefore cooperate with State and local agencies (to a greater extent than we have already) in order to resolve them.

Our Response: We do not expect the designation of critical habitat for the shrew to raise water resource issues. Water deliveries through existing canals

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in designated units constitute non-Federal actions, and so do not require consultation for impacts to critical habitat. Construction of new canals within critical habitat would potentially affect the shrew directly, and so would trigger consultation regardless of critical habitat designation.

(21) *Comment:* One commenter stated that we did not vigorously defend our 2005 final critical habitat designation, and that in reaching a settlement agreement to repropose critical habitat we excluded many affected parties from the process.

Our Response: By reaching a settlement agreement on the designation of critical habitat, we have not excluded any affected parties from the overall process of critical habitat designation. In fact the opposite may be true as we have had four comment periods totaling 140 days and two public hearings on the 2009 proposed critical habitat and 2012 revision.

(22) *Comment:* One comment stated that the economic analysis should provide an analysis of the monetary benefits of critical habitat designation. The comment describes, that while Executive Order 12866 directs Federal agencies to provide an assessment of both the social costs and benefits of proposed regulatory actions, the Draft Economic Analysis (DEA) fails to evaluate the benefits and only calculates the costs. The comment further stated that methodologies exist to calculate both direct and ancillary benefits, such as maintaining open space, maintaining or revegetating riparian areas for protecting and improving water quality and quantity, preservation of native habitat and migration corridors for other species, and protection of clean air. Because these and other benefits of critical habitat designation were not quantified or detailed qualitatively, the comment asserted that the DEA is inadequate and the Secretary should not rely on it to exclude any areas from critical habitat.

Our Response: As described in Chapter 5 of the DEA, critical habitat designation is not expected to generate: (1) Additional conservation measures for the Buena Vista Lake shrew; (2) changes in economic activity; or (3) changes to land management. Absent any changes in the above, incremental economic benefits are not expected to result from the designation of critical habitat.

(23) *Comment:* One comment stated that the term "ancillary benefits" in the DEA appears to minimize the importance of all coincident benefits of critical habitat designation.

Our Response: The DEA defines "ancillary benefits" consistent with the Office of Management and Budget's (OMB's) Circular A-4, which provides Federal Agencies with guidelines for conducting economic analyses of regulations. Specifically section 2.3.3 of the DEA defines ancillary benefits as, "favorable impacts of a rulemaking that are typically unrelated, or secondary, to the statutory purpose of the rulemaking." Chapter 5 of the DEA clarifies that the primary intended purpose of the critical habitat designation is to support the conservation of the Buena Vista Lake shrew. Thus, any other potential benefits would be considered ancillary benefits of the rulemaking.

(24) *Comment:* Two comments stated that the DEA does not analyze the cumulative effects of critical habitat designation. One commenter stated that there would be indirect and cumulative economic and social effects of lost local water resources. In addition, a comment stated that there will be cumulative effects on water management activities, farming, and other activities on neighboring properties of designating all four units collectively.

Our Response: Chapter 1 of the DEA describes that the geographic scope of the analysis includes all the units of proposed critical habitat, as described in the proposed rule. The analysis therefore considers the potential economic impact of designating all units as critical habitat for the species. Further, as discussed in Chapter 4 of the DEA, we are unable to foresee a circumstance in which critical habitat designation would change the conservation efforts recommended for the shrew. Consequently, the incremental impacts quantified in the DEA are limited to additional administrative costs of section 7 consultation. Critical habitat designation is not anticipated to affect water management, farming and other activities within or adjacent to the critical habitat area.

(25) *Comment:* One comment stated that the economic analysis should include all occupied and suitable unoccupied habitat and not rely on the draft critical habitat as described in the proposed rule. Another comment asserted that the economic analysis fails to include all critical habitat areas for the recovery of the species.

Our Response: The economic analysis evaluates potential impacts of critical habitat designation in the areas in which we have proposed critical habitat in the proposed rule. The proposed rule did not include any proposed, unoccupied habitat for the species;

accordingly, the economic analysis does not consider impacts of designating these areas as critical habitat. We have determined that the areas designated as critical habitat are sufficient to meet the standards of conserving the species and its habitat and other unoccupied areas were not needed for the species.

(26) *Comment:* One comment stated that the conclusion in the DEA that conservation efforts under the Draft Kern County Valley Floor Habitat Conservation Plan (HCP) are unlikely to change due to critical habitat designation is incorrect. The comment asserts that, when critical habitat is designated, we and California Department of Fish and Wildlife staff review designated lands under heightened scrutiny, resulting in greater survey, take avoidance, and mitigation requirements for any potential project. Similarly, the comment states, both agencies will view properties that are proximate to critical habitat lands as being subject to similar scrutiny and will be concerned about higher mitigation and avoidance requirements.

Our Response: As discussed in Section 4.2.6 of the DEA, we anticipate that the same conservation efforts for the shrew will be recommended for the Kern County Valley Floor HCP regardless of whether critical habitat is designated. Specifically, because locations occupied by the shrew are so rare, we expect to recommend protection of such locations for the HCP whether or not CH is designated. As such, critical habitat is not expected to change any survey, mitigation, or other conservation efforts that we recommend be incorporated into the HCP for the shrew.

(27) *Comment:* According to one comment provided on the DEA, critical habitat could adversely affect agricultural productivity and the ability of the affected agricultural and urban water districts to operate if water deliveries are restricted. The comment further stated that the entire City of Bakersfield Kern Fan Water Recharge Unit is proposed for designation and that designation would result in restricted groundwater recharge practices that would adversely affect the ability of the City to provide adequate public drinking water supplies. The commenter stated that the analysis should consider the economic impacts of restricting water supply operations and maintenance upstream of the proposed critical habitat.

Our Response: As described in Section 3.3 of the DEA, the City of Bakersfield owns all acres included in proposed Unit 3, which is located entirely within the Kern Fan Water

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Recharge Area (KFWRA). The City operates the site for the purposes of flood control, wildlife conservation, limited access public uses, water conservation, and mineral production. In 2004, the City developed a Buena Vista Lake shrew management plan for the site and has managed the area according to this plan since 2005, including surveying for the species, limiting public access, terminating livestock grazing, zoning and managing the entire area as open space, and engaging in water-spreading activities. We do not expect review of this management plan following critical habitat to result in recommendations for changes in shrew conservation. As a result, no additional restrictions to groundwater recharge practices or water supply operations and maintenance are anticipated to result from the designation of critical habitat for the shrew.

(28) *Comment:* One comment expressed concern that the critical habitat designation may adversely affect the duties of the District to manage the Outlet Canal of the Coles Levee in Unit 4 for the purposes of water delivery and flood control. The comment noted that the current management regime of the Canal and Coles Levee Preserve already provide conservation benefits to the shrew and that the District is in the process of preparing a detailed management plan for the shrew. In addition, the comment stated that the current management of the artificial pond on the Coles Levee Preserve according to a conservation easement held by the California Department of Fish and Wildlife is designated to benefit the shrew.

Our Response: Section 3.4 of the DEA identifies Aera Energy, Inc. as the manager of 223 ac (90 ha) of proposed critical habitat in Unit 4. Consistent with this comment letter, the Environmental Health and Safety Advisor of Aera Energy, Inc. confirmed that the proposed critical habitat is located in a slough within which preserve managers implement conservation for several species, including the shrew. The DEA also describes that wells within the proposed Unit are managed under a conservation easement agreement that incorporates conservation practices that are similar to those that we recommended through section 7 consultation for other activities. This comment letter adds that management of the Outlet Canal also considers impacts on shrews. It is because activities in Unit 4 are already managed for the conservation of the species that no section 7 consultations have taken place in Unit 4 that consider

the shrew. In the case that a Federal nexus exists triggering section 7 consultation on activities in this area in the future, we may review these activities, including operations of the Outlet Canal or management of the artificial pond or energy developments. However, we do not anticipate that critical habitat designation will significantly change the outcome of any section 7 consultations. Although we will fully evaluate the effects of future Federal actions being consulted upon to ensure that the action does not result in adverse modification to designated critical habitat, we expect any recommendations we make to avoid jeopardy to the species will also in most instances avoid adverse modification to critical habitat.

(29) *Comment:* One comment noted that the DEA statement in section 3.4 that, "Unit 4 is located entirely within the Coles Levee Ecosystem Preserve," is incorrect. The commenter stated that the critical habitat designation likely ignores economic impacts to other landowners and easement holders in Unit 4.

Our Response: The referenced sentence in Section 3.4 is corrected in the Final Economic Analysis (FEA) to reflect that Aera Energy manages a portion of Unit 4 as the Coles Levee Ecosystem Preserve. Activities occurring within Unit 4, however, are currently managed with shrew conservation in mind under various conservation easements and management plans, as described above. Further, we expect that any conservation recommendations we may make as part of consultation on activities in this area in the future would be made regardless of critical habitat designation. Consequently, the error highlighted in this comment does not affect the conclusions of the DEA.

(30) *Comment:* A comment stated that the DEA underestimates economic impacts of critical habitat designation, asserting that critical habitat designation restricts the free use of property, including water and water rights, and therefore imposes an opportunity cost on property owners.

Our Response: Chapter 2 of the DEA describes the regulatory requirements of critical habitat designation as follows: "When critical habitat is designated, section 7 requires Federal agencies to ensure that their actions will not result in the destruction or adverse modification of critical habitat (in addition to considering whether the actions are likely to jeopardize the continued existence of the species)." As such, critical habitat designation does not directly restrict or regulate private activities occurring on private lands

absent Federal funding or permitting. In the case of Buena Vista Lake shrew critical habitat, activities that may result in the destruction or adverse modification of critical habitat would likely also result in jeopardy to the species. Critical habitat is therefore not expected to result in additional recommendations for conservation for the species and does not further restrict, for example water rights, beyond effects generated by the listing of the species. The DEA acknowledges that, in some cases, critical habitat may generate indirect impacts on property owners, for example in the case that the designation triggers changes in State or local regulations or land management practices. The DEA did not, however, identify such changes as likely to result from critical habitat designation for the Buena Vista Lake shrew.

(31) *Comment:* A comment stated that the DEA fails to address the economic report prepared by Dr. Sunding and submitted as a comment to the previous (2004) proposed critical habitat and associated economic analysis. Dr. Sunding concluded that critical habitat for the Buena Vista Lake shrew could "have the potential to exceed \$21.8 million annually with a present value of over \$311 million."

Our Response: The analysis developed by Dr. Sunding is based on assumptions regarding restrictions on water access due to the designation of critical habitat. Specifically, the analysis considers a scenario in which the banked water from the Kern River and Friant-Kern Canal in Unit 3 are made unavailable to the Pioneer Project, Kern Water Bank, and Berrenda Mesa Project. The analysis then estimates the "replacement value" of this water at a rate of \$209 per acre-foot for a total of \$9.1 million per year (43,337 acre-feet banked annually). The analysis then evaluates "secondary impacts" resulting from timing of water supply and economic dislocation, assuming a revenue multiplier of 2.2 (essentially bringing the \$209 per acre-foot estimate to \$500 per acre-foot). The resulting present-value impacts are in excess of \$311 million (\$21.8 million annually).

As described above and detailed in Chapter 4 of the DEA, critical habitat designation is not anticipated to result in additional conservation for the shrew (i.e., we do not anticipate critical habitat to result in additional restrictions on water access). The assumption that the banked water from the Kern River and Friant-Kern Canal in Unit 3 would be inaccessible because of critical habitat designation is therefore not an expected impact of critical habitat designation. Consequently, the results of Dr.

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Sunding's evaluation are not considered impacts of critical habitat designation in the DEA.

(32) *Comment:* According to one comment, proposed Unit 5 consists of two separate legal parcels separated by a north-south canal that is capable of receiving water flows through the New Rim Ditch and conveying supplemental water to 940 ac (380 ha) of nearby land. In the case that the designation results in the canal becoming not usable, up to 6,400 ac (2,590 ha) of farm ground will be affected. The comment asserted that this could result in hundreds of thousands of dollars in reconstruction costs for an alternate delivery system in addition to the impact on the 6,400 ac (2,590 ha) of farmland.

Our Response: As described above and in Chapter 4 of the DEA, critical habitat designation for the shrew is not expected to result in additional restrictions on water use or access. As such, we do not anticipate the need to reconstruct alternate delivery systems because of critical habitat designation.

(33) *Comment:* One comment stated that the DEA fails to appreciate the loss inherent in the need for buffer zones around the critical habitat, which in essence become "unofficial" critical habitat requiring another buffer and so on.

Our Response: The DEA evaluates potential economic impacts on projects or activities that may result in the destruction or adverse modification of critical habitat. This includes projects or activities outside of the critical habitat area that may affect the primary constituent elements within the critical habitat area. The designation of critical habitat does not inherently result in the creation of buffer zones in areas adjacent to the designated critical habitat, and so would not properly be a subject of analysis in the Economic Analysis at either the draft or final stage.

(34) *Comment:* A comment submitted by Southern California Gas (SoCalGas) clarifies that the San Joaquin Valley (SJV) HCP, if finalized, will incorporate conservation for the Buena Vista Lake shrew as the species is known to occur in this area. The comment notes that page 3-13 of the DEA describes our uncertainty with respect to the nature of Buena Vista Lake shrew conservation measures that SoCalGas plans to incorporate into the HCP. SoCalGas commented that it intends to perform preactivity surveys in suitable Buena Vista Lake shrew habitat, establish exclusion zones around suitable habitat, and provide biological monitors during construction, as well as restore or compensate for disturbed habitat.

Our Response: The FEA incorporates the clarifications from SoCalGas with respect to the SJV HCP.

(35) *Comment:* One comment stated that the DEA does not recognize costs to ourselves resulting from the cycle of critical habitat rulemaking and litigation that we identified in the 2005 final rule as taking up a significant portion of the our budget.

Our Response: The purpose of the economic analysis is to identify the incremental impacts associated with the designation of critical habitat. Although the costs of revising or re-doing critical habitat based on litigation is of concern and can require significant time and resources, we cannot predict when these costs may occur or to what degree in the future. Additionally, identifying and including these types of costs are outside the scope of our requirements for determining the economic impacts for a specific critical habitat designation.

Summary of Changes From the Proposed Rule

In preparing our final designation of critical habitat for the Buena Vista Lake shrew, we reviewed comments received regarding the 2009 proposed designation, the 2012 revised proposed designation, the initial DEA of 2011, and the revised DEA of 2013. We revised the map unit labels in our 2013 document noticing the availability of the revised DEA, and we keep those revised labels in this final designation. Additionally, this final designation reflects minor clarifications in the text of the 2012 revised proposal, as well as the following more substantive changes:

(1) Under section 4(b)(2) of the Act, the Secretary is excluding proposed Unit 3 (the Kern Fan Recharge Unit). For more information, refer to Exclusions Based on Other Relevant Impacts, below.

(2) We have refined our mapping boundaries by removing large canals lacking PCEs from Units 2 and 5 (Goose Lake and Coles Levee Units).

(3) We evaluated any suggested changes and clarifications we received from the public during our public comment periods and incorporated those changes into this final designation as appropriate.

Critical Habitat

Background

Critical habitat is defined in section 3 of the Act as:

(1) The specific areas within the geographical area occupied by the species, at the time it is listed in accordance with the Act, on which are

found those physical or biological features:

- (a) Essential to the conservation of the species, and
- (b) Which may require special management considerations or protection; and
- (2) Specific areas outside the geographical area occupied by the species at the time it is listed, upon a determination that such areas are essential for the conservation of the species.

Conservation, as defined under section 3 of the Act, means to use and the use of all methods and procedures that are necessary to bring an endangered or threatened species to the point at which the measures provided pursuant to the Act are no longer necessary. Such methods and procedures include, but are not limited to, all activities associated with scientific resources management such as research, census, law enforcement, habitat acquisition and maintenance, propagation, live trapping, and transplantation, and, in the extraordinary case where population pressures within a given ecosystem cannot be otherwise relieved, may include regulated taking.

Critical habitat receives protection under section 7 of the Act through the requirement that Federal agencies ensure, in consultation with ourselves, that any action they authorize, fund, or carry out is not likely to result in the destruction or adverse modification of critical habitat. The designation of critical habitat does not affect land ownership or establish a refuge, wilderness, reserve, preserve, or other conservation area. Such designation does not allow the government or public to access private lands. Such designation does not require implementation of restoration, recovery, or enhancement measures by non-Federal landowners. Where a landowner requests Federal agency funding or authorization for an action that may affect a listed species or critical habitat, the consultation requirements of section 7(a)(2) of the Act would apply, but even in the event of a destruction or adverse modification finding, the obligation of the Federal action agency and the landowner is not to restore or recover the species, but to implement reasonable and prudent alternatives to avoid destruction or adverse modification of critical habitat.

Under the first prong of the Act's definition of critical habitat, areas within the geographical area occupied by the species at the time it was listed are included in a critical habitat designation if they contain physical or

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biological features (1) which are essential to the conservation of the species and (2) which may require special management considerations or protection. For these areas, critical habitat designations identify, to the extent known using the best scientific and commercial data available, those physical or biological features that are essential to the conservation of the species (such as space, food, cover, and protected habitat). In identifying those physical or biological features within an area, we focus on the principal biological or physical constituent elements (primary constituent elements such as roost sites, nesting grounds, seasonal wetlands, water quality, tide, soil type) that are essential to the conservation of the species. Primary constituent elements are those specific elements of the physical or biological features that provide for a species' life-history processes and are essential to the conservation of the species.

Under the second prong of the Act's definition of critical habitat, we can designate critical habitat in areas outside the geographical area occupied by the species at the time it is listed, upon a determination that such areas are essential for the conservation of the species. For example, an area currently occupied by the species but that was not occupied at the time of listing may be essential to the conservation of the species and may be included in the critical habitat designation. We designate critical habitat in areas outside the geographical area occupied by a species only when a designation limited to its range would be inadequate to ensure the conservation of the species.

Section 4 of the Act requires that we designate critical habitat on the basis of the best scientific and commercial data available. Further, our Policy on Information Standards Under the Endangered Species Act (published in the Federal Register on July 1, 1994 (59 FR 34271)), the Information Quality Act (section 515 of the Treasury and General Government Appropriations Act for Fiscal Year 2001 (Pub. L. 106-554; H.R. 5658)), and our associated Information Quality Guidelines provide criteria, establish procedures, and provide guidance to ensure that our decisions are based on the best scientific data available. They require our biologists, to the extent consistent with the Act and with the use of the best scientific data available, to use primary and original sources of information as the basis for recommendations to designate critical habitat.

When we are determining which areas should be designated as critical habitat,

our primary source of information is generally the information developed during the listing process for the species. Additional information sources may include the recovery plan for the species, articles in peer-reviewed journals, conservation plans developed by States and counties, scientific status surveys and studies, biological assessments, other unpublished materials, or experts' opinions or personal knowledge.

Habitat is dynamic, and species may move from one area to another over time. We recognize that critical habitat designated at a particular point in time may not include all of the habitat areas that we may later determine are necessary for the recovery of the species. For these reasons, a critical habitat designation does not signal that habitat outside the designated area is unimportant or may not be needed for recovery of the species. Areas that are important to the conservation of the species, both inside and outside the critical habitat designation, will continue to be subject to: (1) Conservation actions implemented under section 7(a)(1) of the Act, (2) regulatory protections afforded by the requirement in section 7(a)(2) of the Act for Federal agencies to insure their actions are not likely to jeopardize the continued existence of any endangered or threatened species, and (3) section 9 of the Act's prohibitions on taking any individual of the species, including taking caused by actions that affect habitat. Federally funded or permitted projects affecting listed species outside their designated critical habitat areas may still result in jeopardy findings in some cases. These protections and conservation tools will continue to contribute to recovery of this species. Similarly, critical habitat designations made on the basis of the best available information at the time of designation will not control the direction and substance of future recovery plans, habitat conservation plans (HCPs), or other species conservation planning efforts if new information available at the time of these planning efforts calls for a different outcome.

Physical or Biological Features

In accordance with section 3(5)(A)(i) and 4(b)(1)(A) of the Act and regulations at 50 CFR 424.12, in determining which areas within the geographical area occupied by the species at the time of listing to designate as critical habitat, we consider the physical or biological features essential to the conservation of the species and which may require special management considerations or

protection. These include, but are not limited to:

- (1) Space for individual and population growth and for normal behavior;
- (2) Food, water, air, light, minerals, or other nutritional or physiological requirements;
- (3) Cover or shelter;
- (4) Sites for breeding, reproduction, or rearing (or development) of offspring; and
- (5) Habitats that are protected from disturbance or are representative of the historical, geographical, and ecological distributions of a species.

We derive the specific physical or biological features essential for the Buena Vista Lake shrew from studies of this species' habitat, ecology, and life history as described in the Critical Habitat section of the revised proposed rule to designate critical habitat published in the Federal Register on July 10, 2012 (77 FR 40706), and in the information presented below. Additional information can be found in the final listing rule published in the Federal Register on March 6, 2002 (67 FR 10101); in the 2011 5-Year Review and in the Recovery Plan for Upland Species of the San Joaquin Valley, California (<http://cecs.fws.gov>). We have determined that the Buena Vista Lake shrew requires the following physical or biological features:

Space for Individual and Population Growth and Normal Behavior

Historically, the Buena Vista Lake shrew was recorded in association with perennial and intermittent wetland habitats along riparian corridors, marsh edges, and other palustrine (marsh type) habitats in the southern San Joaquin Valley of California. The shrew presumably occurred in the moist habitat surrounding wetland margins in the Kern, Buena Vista, Goose, and Tulare Lakes on the valley floor below elevations of 350 feet (ft) (107 meters (m)) (Grinnell 1932, p. 389; Hall 1981, p. 38; Williams and Kilburn 1984, p. 953; Williams 1986, p. 13; Service 1998, p. 163). With the draining and conversion of the majority of the Buena Vista Lake shrew's natural habitat from wetland to agriculture, and the channelization of riparian corridors for water conveyance structures, the vegetative communities associated with the Buena Vista Lake shrew were lost or degraded, and nonnative plant species replaced those associated with the shrew (Grinnell 1932, p. 389; Mercer and Morgan, 1991 p. 9; Griggs 1992, p. 11; Service 1998, p. 163). Open water does not appear to be necessary for the survival of the shrew. The habitat where

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the shrew has been found contains areas with both open water and mesic environments (Maldonado 1992, p. 3; Williams and Harper, 2001, p. 12). However, the availability of water contributes to improved vegetation structure and diversity, which improves cover availability. The presence of water also attracts potential prey species, improving prey diversity and availability.

Current survey information has identified eight areas where the Buena Vista Lake shrew has been found in recent years (Maldonado 2006, p. 16; Williams and Harper 2001, p. 1; ESRP 2005, p. 11); the former Kern Lake Preserve (Kern Preserve) on the old Kern Lake bed, the Kern Fan water recharge area, the Coles Levee Ecological Preserve (Coles Levee), the Kern National Wildlife Refuge (Kern NWR), the Goose Lake slough bottoms (Goose Lake), the Atwell Island land retirement demonstration site (Atwell Island), the Lemore Wetland Reserve, and the Semitropic Ecological Reserve (also known as Main Drain or Chicco and Sons). Based on most areas in which Buena Vista Lake shrews have been found, the shrew appears to strongly prefer marshy areas or areas with moist riparian habitat.

The single occupied site lacking these characteristics is Atwell Island, which has no standing water or riparian vegetation, and which is surrounded by intensively farmed cropland. As discussed in our proposed critical habitat designation (77 FR 40706), we speculate that shrews may persist at Atwell Island by inhabiting rodent burrows and deep cracks in the soil, both of which may provide additional moisture, invertebrate prey, and cover for the shrews. However, we currently lack sufficient information to determine the long-term suitability of this habitat type for Buena Vista Lake shrews, and do not currently believe that this type of habitat is essential to the conservation of the species and so have not designated the Atwell Island site as critical habitat.

Food, Water, Air, Light, Minerals, or Other Nutritional or Physiological Requirements

The specific feeding and foraging habits of the Buena Vista Lake shrew are not well known. In general, shrews primarily feed on insects and other animals, mostly invertebrates (Harris 1990, p. 2; Maldonado 1992, p. 6). Food probably is not cached and stored, so the shrew must forage periodically day and night to maintain its high metabolic rate (Burt and Grossenheider 1964, p. 3).

Vegetation in the marshy and moist riparian communities described above provide a diversity of structural layers and plant species and likely contribute to the availability of prey for shrews. Therefore, conservation of the shrew should include consideration of the habitat needs of prey species, including structural and species diversity and seasonal availability. Shrew habitat must provide sufficient prey base and cover from which to hunt in an appropriate configuration and proximity to nesting sites. The shrew feeds indiscriminately on available larvae and adults of several species of aquatic and terrestrial insects. An abundance of invertebrates is associated with moist habitats, such as wetland edges, riparian habitat, or edges of lakes, ponds, or drainages that possess a dense vegetative cover (Owen and Hoffmann 1983, p. 3). Therefore, based on the information above, we identify a consistent and diverse supply of invertebrate prey to be an essential component of the biological features for the conservation of the Buena Vista Lake shrew.

Cover or Shelter

The vegetative communities associated in general with Buena Vista Lake shrew occupancy are characterized by the presence of (but are not limited to): *Populus fremontii* (Fremont cottonwood), *Salix* spp. (willows), *Salicornia* spp. (glasswort), *Elymus* spp. (wild-eye grass), *Juncus* spp. (rush grass), and other emergent vegetation (Service 1998, p. 163). These communities are present at all sites but Atwell Island. In addition, Maldonado (1992, p. 6) found shrews in areas of moist ground that was covered with leaf litter and near other low-lying vegetation, branches, tree roots, and fallen logs; or in areas with cool, moist soil beneath dense mats of vegetation that were kept moist by proximity to the water line. He described specific habitat features that would provide suitable habitat for the shrew: (1) Dense vegetative cover; (2) a thick, three-dimensional understorey layer of vegetation and felled logs, branches, and detritus or debris; (3) heavy understorey of leaf litter with duff overlying soils; (4) proximity to suitable moisture; and (5) a year-round supply of invertebrate prey. Williams and Harper (2001, p. 12) determined that, although moist soil in areas with an overstorey of willows or cottonwoods appeared to be favored, they doubted that such overstorey was essential. The communities in which Buena Vista Lake shrews have primarily been found are characterized by dense mats

of leaf litter or herbaceous vegetation. The insect prey of the shrew also thrives in the dense matted vegetation. Although shrews have also been found at Atwell Island, in an area largely devoid of vegetation but characterized by deep cracks in the soils, little is currently known of the shrew or habitat needs at this site.

The Buena Vista Lake shrew is preyed upon by small mammalian predators as well as by avian predators (Maldonado 1992, p. 7). Dense vegetative structure provides the cover or shelter essential for evading predators. It also serves as habitat for breeding and reproduction, and allows for the protection and rearing of offspring and the growth of adult shrews. Therefore, based on the information above, we identify riparian and wetland communities, and areas with suitable soil moisture that support a complex vegetative structure with a thick cover of leaf litter or dense mats of low-lying vegetation to be the essential components of the physical and biological features essential to the conservation of the species.

Sites for Breeding, Reproduction, or Rearing (or Development) of Offspring

Little is known about the reproductive needs of the Buena Vista Lake shrew. The breeding season begins in February or March and ends in May or June, but can be extended depending on habitat quality and available moisture (Paul Collins 2000, p. 12). The edges of wetland or marshy habitat provide the shrew with a sheltered and hospitable environment, and provide a prey base that enables the shrew to give birth and raise its young. The dense vegetative understorey also provides young with cover from predators. Dense vegetation also allows for the soil moisture necessary for a consistent supply of terrestrial and aquatic insect prey (Frees 1990, p. 8; Kirkland 1991, p. 15; Maldonado 1992, p. 3; Maldonado *et al.* 1998, p. 1; Ma and Talmage 2001, p. 123).

Habitats Protected From Disturbance or Representative of the Historical, Geographic, and Ecological Distributions of the Species

Preserving what little habitat remains for the Buena Vista Lake shrew is crucial to the survival of the species. Many factors negatively impact and restrict the shrew and its habitat, including selenium toxicity, habitat fragmentation, urban development, and the effects of climate change. The combined effects of land use change and habitat fragmentation have put immense pressure on species in highly altered or developed areas like the San Joaquin

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Valley (Hannah *et al.* 2005, p. 4). Development, draining of wetlands, or the conversion of areas to agriculture has restricted the species to small islands of habitat with little to no connectivity or opportunity for expansion of its range. Climate change is a particular challenge for a variety of species because the interaction between additional stressors associated with climate change and current stressors could push species beyond their ability to survive (Lovejoy 2005, pp. 325–326), including the Buena Vista Lake shrew.

Climate Change

Our analyses under the Endangered Species Act include consideration of ongoing and projected changes in climate. The terms “climate” and “climate change” are defined by the Intergovernmental Panel on Climate Change (IPCC). The term “climate” refers to the mean and variability of different types of weather conditions over time, with 30 years being a typical period for such measurements, although shorter or longer periods also may be used (IPCC 2007a, p. 78). The term “climate change” thus refers to a change in the mean or variability of one or more measures of climate (such as, temperature or precipitation) that persists for an extended period, typically decades or longer, whether the change is due to natural variability, human activity, or both (IPCC 2007a, p. 78).

Scientific measurements spanning several decades demonstrate that changes in climate are occurring, and that the rate of change has been faster since the 1950s. Examples include warming of the global climate system, and substantial increases in precipitation in some regions of the world and decreases in other regions. (For these and other examples, see IPCC 2007a, p. 30; and Solomon *et al.* 2007, pp. 35–54, 42–45). Results of scientific analyses presented by the IPCC show that most of the observed increase in global average temperature since the mid-20th century cannot be explained by natural variability in climate, and is “very likely” (defined by the IPCC as 90 percent or higher probability) due to the observed increase in greenhouse gas (GHG) concentrations in the atmosphere as a result of human activities, particularly carbon dioxide emissions from use of fossil fuels (IPCC 2007a, pp. 5–6 and figures SPM.3 and SPM.4; Solomon *et al.* 2007, pp. 21–35). Further confirmation of the role of GHGs comes from analyses by Huber and Knutti (2011, p. 4), who concluded that it is extremely likely that approximately 75

percent of global warming since 1950 has been caused by human activities.

Scientists use a variety of climate models, which include consideration of natural processes and variability, as well as various scenarios of potential levels and timing of GHG emissions, to evaluate the causes of changes already observed and to project future changes in temperature and other climate conditions (Meehl *et al.* 2007, entire; Ganguly *et al.* 2009, pp. 11555, 15558; Prinn *et al.* 2011, pp. 527, 529). All combinations of models and emissions scenarios yield very similar projections of increases in the most common measure of climate change, average global surface temperature (commonly known as global warming), until about 2030. Although projections of the magnitude and rate of warming differ after about 2030, the overall trajectory of all the projections is one of increased global warming through the end of this century, even for the projections based on scenarios that assume that GHG emissions will stabilize or decline. Thus, there is strong scientific support for projections that warming will continue through the 21st century, and that the magnitude and rate of change will be influenced substantially by the extent of GHG emissions (IPCC 2007a, pp. 44–45; Meehl *et al.* 2007, pp. 760–764 and 797–811; Ganguly *et al.* 2009, pp. 15555–15558; Prinn *et al.* 2011, pp. 527, 529) (also see IPCC 2007b, p. 8, for a summary of other global projections of climate-related changes, such as frequency of heat waves and changes in precipitation; and IPCC 2011 (entire) for a summary of observations and projections of extreme climate events).

Various changes in climate may have direct or indirect effects on species. These effects may be positive, neutral, or negative, and they may change over time, depending on the species and other relevant considerations, such as interactions of climate with other variables (e.g., habitat fragmentation) (IPCC 2007, pp. 8–14, 18–19). Identifying likely effects often involves aspects of climate change vulnerability analysis. Vulnerability refers to the degree to which a species (or system) is susceptible to, and unable to cope with, adverse effects of climate change, including climate variability and extremes. Vulnerability is a function of the type, magnitude, and rate of climate change and variation to which a species is exposed, its sensitivity, and its adaptive capacity (IPCC 2007a, p. 89; see also Glick *et al.* 2011, pp. 19–22). The use of climate models and other data in conducting such analyses that applies to all situations (Glick *et al.* 2011, p. 3). We use our expert judgment and

appropriate analytical approaches to weigh relevant information, including uncertainty, in our consideration of various aspects of climate change.

Current climate change projections for terrestrial areas in the Northern Hemisphere indicate warmer air temperatures, more intense precipitation events, and increased summer continental drying (Field *et al.* 1999, pp. 1–3; Hayhoe *et al.* 2004, p. 12422; Cayan *et al.* 2005, p. 6; IPCC 2007, p. 1181). Climate change may lead to increased frequency and duration of severe storms and droughts (McLaughlin *et al.* 2002, p. 6074; Cook *et al.* 2004, p. 1015; Golladay *et al.* 2004, p. 504). Climate projections for smaller subregions such as California remain uncertain. However, modeling of hydrological responses to potential climate change in the San Joaquin watershed suggests that the hydrological system is very sensitive to climatic variations on a monthly and annual basis, with changes in crop phenology and water use suggested (Ficklin *et al.* 2009, pp. 25–27).

Use of downscaled climate modeling for the Sacramento-San Joaquin River Basin shows projected warming, with substantial decadal and interannual variability and altered streamflow seasonality in the southern San Joaquin Valley, suggesting that water infrastructure modifications would be needed to address changing conditions (Vanrheenen *et al.* 2004, pp. 1, 265–279). Due to the Buena Vista Lake shrew’s reliance on dense riparian vegetation and adequate moisture in wetland areas, either increased drying of its home range or changes in water delivery practices that reduce water runoff could negatively affect the shrew, while increases in runoff could benefit the shrew. Regardless of the uncertainty of the specific effects of climate change on the Buena Vista Lake shrew, the current information does point to the general negative effects of areas being dryer and more unpredictable as far as precipitation and water availability. As a result, the effects of climate change overall will most likely be negative for the shrew and its habitat.

Primary Constituent Elements for the Buena Vista Lake Shrew

Under the Act and its implementing regulations, we are required to identify the physical or biological features essential to the conservation of the shrew in areas occupied at the time of listing, focusing on the features’ primary constituent elements. Primary constituent elements are those specific elements of the physical or biological features that provide for a species’ life-

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history processes and are essential to the conservation of the species.

Based on our current knowledge of the physical or biological features and habitat characteristics required to sustain the species’ life-history processes, we determine that the primary constituent elements specific to the shrew are:

- Permanent and intermittent riparian or wetland communities that contain:
- A complex vegetative structure with a thick cover of leaf litter or dense mats of low-lying vegetation. Associated plant species can include, but are not limited to, Fremont cottonwoods, willows, glasswort, wild-rye grass, and rush grass. Although moist soil in areas with an overstory of willows or cottonwoods appears to be favored, such overstory may not be essential.

- Suitable moisture supplied by a shallow water table, irrigation, or proximity to permanent or semipermanent water; and

- A consistent and diverse supply of prey. Although the specific prey species used by the Buena Vista Lake shrew have not been identified, ornate shrews are known to eat a variety of terrestrial and aquatic invertebrates, including amphipods, slugs, and insects.

Special Management Considerations or Protections

When designating critical habitat, we assess whether specific areas within the geographical area occupied by the species at the time of listing contain features that are essential to the conservation of the species and which may require special management considerations or protection (16 U.S.C. 1536(3)(5)(A)(i)).

All designated critical habitat units will require some level of management to address the current and future threats to the physical and biological features essential to the conservation of the Buena Vista Lake shrew. Special management considerations or protection may be required to minimize habitat destruction, degradation, or fragmentation associated with such threats as the following: Changes in the water supply allocations, water diversions, flooding, oil and gas extraction, nonnative vegetation, and agriculture. For example, the Coles Levee area is within the boundaries of a proposed oil and gas exploration proposal. Agricultural pressures to convert land to agriculture remain in the southern San Joaquin Valley, with agricultural conversion to orchards noted to have occurred recently in the general area.

The designated units are located in areas characterized by large-scale

agricultural production, and consequently, the units may be exposed to a number of pesticides, which could detrimentally impact the species. The Buena Vista Lake shrew currently exists on small remnant patches of natural habitat in and around the margins of a landscape that is otherwise dominated by agriculture. The Buena Vista Lake shrew could be indirectly exposed to pesticides from drift during spraying of crops where pesticide application measures to prevent drift are not followed, or potentially directly exposed during herbicide treatment of canal zones and ditch banks, wetland or riparian edges, or roadsides where shrews might exist. Reduced reproduction in Buena Vista Lake shrews could be directly caused by pesticides ingested through grooming, and secondarily from feeding on contaminated insects (Sheffield and Lochmiller 2001, p. 284). A variety of toxicants, including pesticides and heavy metals, have been shown to negatively affect insectivores, including shrews, that have a high basal metabolism and tight energy balance. Treatment-related decreases in invertebrate prey availability may be especially significant to such insectivore populations (Ma and Talmage 2001, pp. 133–152).

The Buena Vista Lake shrew also faces high risks from random catastrophic events (such as floods or drought) (Service 1998, p. 163). The low numbers of Buena Vista Lake shrews located in small isolated areas increases the risk of a random catastrophic event eliminating entire populations or severely diminishing Buena Vista Lake shrew numbers to the point that recovery is precluded. These threats and other mentioned above could render the habitat less suitable for the Buena Vista Lake shrew by washing away leaf litter and complex vegetation structure (floods) or drying wetland habitat so that vegetative and prey communities die (drought), and special management may be needed to address these threats.

In summary, the critical habitat units identified in this designation may require special management considerations or protection to provide a functioning hydrological regime to maintain the requisite riparian and wetland habitat, which is essential in providing the space and cover necessary to sustain the entire life-cycle needs of the shrew, as well as its invertebrate prey. Changes in water supply could result in the alteration of the moisture regime, which could lead to reduced water quality or hydroperiod, loss of suitable invertebrate supply for feeding, and loss of complex vegetative structure

for cover. The units may also require special management considerations due to ongoing pressures for agricultural conversion and oil and gas exploration, and pesticide use, and vulnerabilities associated with low population size and population fragmentation.

Criteria Used To Identify Critical Habitat

As required by section 4(b)(2) of the Act, we used the best scientific data available to designate critical habitat. We reviewed available information pertaining to the habitat requirements of this species. We designated units based on their possession of sufficient elements of physical or biological features being present to support the shrew’s life processes.

In accordance with the Act and its implementing regulation at 50 CFR 424.12(e), we considered whether designating additional areas—outside those occupied at the time of listing—would be necessary to ensure the conservation of the species. At the time of listing, we were aware of four locations (Kern Lake, Kern National Wildlife Refuge, Coles Levee, and the Kern Fan Water Recharge Area) where the Buena Vista Lake shrew was extant, but we also noted that additional remnant patches of wetland and riparian habitat within the Tulare Basin had not been surveyed and might support the shrew (67 FR 10101, 10103). We considered the geographical area occupied by the species to include all areas of remnant wetland and riparian habitat within the Tulare Basin. Shrews were also known from Atwell Island, Tulare County (Williams and Harpster 2001, pp. 13, 14), but had not been identified as Buena Vista Lake shrews at that time. In January 2003, a fifth site, Goose Lake, was surveyed and Buena Vista Lake shrews were also identified at this location (ESRP 2004, p. 8). The Goose Lake Unit was included in the original proposal to designate critical habitat (69 FR 69578). The Lemore and Semitropic sites were first surveyed for the Buena Vista Lake shrew in April 2005, and Buena Vista Lake shrews were captured at these sites (ESRP 2005, p. 11, 12).

We are only designating areas within the geographical area occupied by the species at the time of listing in 2002. We include as occupied those areas that meet the following two conditions: (1) They contain the physical or biological features that are essential to the conservation of the species, and (2) they were identified as occupied in the original listing documents or later confirmed to be occupied after 2002.

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We consider critical habitat units in which shrews were first found after 2002 (units 2, 6 and 7) to have been occupied at time of listing, because the likelihood of dispersal to such areas after listing is very low, and because no surveys had been conducted in those areas prior to listing. Shrews, in general, have small home ranges in which they spend most of their lives, and generally exhibit a high degree of site-attachment. Males and juveniles of some species have been documented to disperse during the breeding season, with movement within a season varying between species from under 10 feet (a few meters) to, in one case, documented movement of 0.5 mi (800 meters) within a year (Churchfield 1990, pp. 55, 56). Because shrews generally only live a single year, half a mile would be the most we would reasonably expect a group of shrews (or a pregnant female) to disperse. No critical habitat unit is in such close proximity to other units or occupied areas. Accordingly, any shrew populations found in a given unit after listing can be assumed to have been present in those areas prior to listing, barring evidence to the contrary such as prelisting surveys. All proposed units retain wetland or riparian features and are within the Tulare Basin, the described historical range of the Buena Vista Lake shrew.

We identified the designated lands based on the presence of the primary constituent elements described above, coupled with occupancy by the shrew (as established by sighting of shrews at the location). These criteria yielded seven units, which we proposed for designation on July 10, 2012 (77 FR 40706). As discussed above, the only occupied site not proposed for designation was Atwell Island, because of its lack of the physical or biological features determined to be essential to the conservation of the species. Because we consider all designated units to have been occupied at the time of listing, we consider them to meet all the first prong of the Act's definition of critical habitat (16 U.S.C. (3)(5)(A)(i), see Background section above).

We also consider all such designated areas to be essential for the conservation of the shrew. Within the historical range of the shrew, these seven units represent the only known remaining areas that contain both extant shrew populations and the PCEs on which the conservation of those populations depends. Additionally, by protecting a variety of habitats and conditions that contain the PCEs, we will increase the ability of the shrew to survive stochastic environmental events (fire, drought, or flood), or demographic (low

recruitment), or genetic (inbreeding) problems. Suitable habitat within the historical range is limited, although conservation of substantial areas of remaining habitat in the Semitropic areas is expected to benefit the shrew. Remaining habitats are vulnerable to both anthropogenic and natural threats. Also, these areas provide habitats essential for the maintenance and growth of self-sustaining populations of shrews throughout their range. Because all the units are essential to the conservation of the shrew, any units that may subsequently be determined to have been unoccupied at time of listing (based on new information, for instance), will continue to function as critical habitat under the second prong of the Act's critical habitat definition (16 U.S.C. (3)(5)(A)(ii)).

Methodology Overview

As required by section 4(b)(2) of the Act and regulations at 50 CFR 424.12, we used the best scientific and commercial data available to determine the specific areas within the geographical area occupied by the species at the time of listing, on which are found those physical and biological features that are essential to the conservation of the shrew and which may require special management. This included data and information contained in, but not limited to, the proposed and final rules listing the shrew (65 FR 35033, June 1, 2000; 67 FR 10101, March 6, 2002); the Recovery Plan for Upland Species of the San Joaquin Valley, California (Service 1998); the original proposed critical habitat designation (69 FR 51417, August 19, 2004); the 5-year status review for the shrew (Buena Vista Lake Omate Shrew 5-Year Review: Summary and Evaluation, Service 2011); research and survey observations published in peer-reviewed articles (Grinnell 1932, 1933; Hall 1981; Owen and Hoffman 1983; Williams and Kilburn 1984; Williams 1986; Maldonado *et al.* 2001; and Maldonado *et al.* 2004); habitat and wetland mapping and other data collected and reports submitted by biologists holding section 10(a)(1)(A) recovery permits; biological assessments provided to us through section 7 consultations; reports and documents that are on file in our field office (Center for Conservation Biology 1998; Maldonado *et al.* 1998; ESRP 1999; ESRP 2004; ESRP 2005; and Maldonado 2006); personal discussions with experts inside and outside of our agency with extensive knowledge of the shrew and habitat in the area; and information received during all previous comment periods.

The five critical habitat units that we originally proposed were delineated by creating roughly defined areas for each unit by screen-digitizing polygons (map units) using ArcView (Environmental Systems Research Institute, Inc. (ESRI)), a computer Geographic Information System (GIS) program. The polygons were created by overlaying current and historical species location points (California Natural Diversity Database (CNDDB) 2004), and mapped wetland habitats (California Department of Water Resources 1998) or other wetland location information, onto SPOT imagery (satellite aerial photography) (CNES/SPOT Image Corporation 1993–2000) and Digital Ortho-rectified Quarter Quadrangles (DOQQs) (USGS 1993–1998) for areas containing the Buena Vista Lake shrew. We utilized GIS data derived from a variety of Federal, State, and local agencies, and from private organizations and individuals. To identify where essential habitat for the shrew occurs, we evaluated the GIS habitat mapping and species occurrence information from the CNDDB (2004). We presumed occurrences identified in CNDDB to be extant unless there was affirmative documentation that an occurrence had been extirpated. We also relied on unpublished species occurrence data contained within our files, including section 10(a)(1)(A) reports and biological assessments, on site visits, and on visual habitat evaluation in areas known to have shrews, and in areas within the historical ranges that had potential to contain shrew habitat.

For the five units, the polygons of identified habitat were further evaluated. Several factors were used to more precisely delineate the proposed critical habitat units from within these roughly defined areas. We reviewed any information in the Recovery Plan for Upland Species of the San Joaquin Valley, California (Service 1998), other peer-reviewed literature or expert opinion for the shrew to determine if the designated areas would meet the species' needs for conservation and whether these areas contained the appropriate primary constituent elements. We refined boundaries using satellite imagery, soil type coverages, vegetation land cover data, and agricultural or urban land use data to eliminate areas that did not contain the appropriate vegetation or associated native plant species, as well as features such as cultivated agriculture fields, development, and other areas that are unlikely to contribute to the conservation of the shrew.

For the revision of the Coles Levee Unit, and the addition of the Lemore

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and Semitropic Units, we used shrew occurrence data collected by ESRP (Maldonado 2006, pp. 24–27; Phillips 2011), projected data within ArcView (ESRI), and delineated unit polygons. The polygons were created by overlaying species location points (Phillips 2011) onto NAIP imagery (aerial photography) (National Agriculture Imagery Program 2012) to identify wetland and vegetation features, such as vegetated canals, canals with cleared vegetation, vegetated sloughs, agricultural fields, and general changes in vegetation and land type. We also projected the original proposed units onto NAIP imagery and again used additional GIS data derived from a variety of Federal, State, and local agencies.

When determining critical habitat boundaries within this final rule, we made every effort to avoid including developed areas such as lands covered by buildings, pavement, and other structures because such lands lack physical or biological features for the shrew. The scale of the maps we

prepared under the parameters for publication within the Code of Federal Regulations may not reflect the exclusion of such developed lands. Any such lands inadvertently left inside critical habitat boundaries shown on the maps of this final rule have been excluded by text in the rule and are not designated as critical habitat. Therefore, a Federal action involving these lands will not trigger section 7 consultation with respect to critical habitat and the requirement of no adverse modification unless the specific action would affect the physical or biological features in the adjacent critical habitat.

The critical habitat designation is defined by the map or maps, as modified by any accompanying regulatory text, presented at the end of this document in the rule portion. We include more detailed information on the boundaries of the critical habitat designation in the preamble of this document. We will make the coordinates or plot points or both on which each map is based available to the public on [http://](http://www.regulations.gov)

www.regulations.gov at Docket No. FWS-R0-ES-2009-0062, on our Internet sites <http://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=A0DV>, and at the field office responsible for the designation (see FOR FURTHER INFORMATION CONTACT above).

Final Critical Habitat Designation

We are designating six units as critical habitat for the Buena Vista Lake shrew. The critical habitat areas described below constitute our best assessment at this time of areas that meet the definition of critical habitat. Those six units are: (1) Kern National Wildlife Refuge Unit, (2) Goose Lake Unit, (3) Coles Levee Unit, (4) Kern Lake Unit, (5) Kern National Wildlife Refuge Unit, and (6) Semitropic Ecological Reserve Unit, and (7) Lemore Wetland Reserve Unit. Note that proposed Unit 3 (the Kern Fan Water Recharge Unit) has been excluded from final designation due to the existing habitat conservation plan (see Exclusions, below). All units are occupied by the subspecies.

TABLE 1—CRITICAL HABITAT UNITS FOR THE BUENA VISTA LAKE SHREW
[Area estimates reflect all land within critical habitat unit boundaries.]

Critical habitat unit	Size of area in acres (Hectares)				
	Total	Federal	State	Local	Private
1. Kern National Wildlife Refuge Unit					
Subunit 1A	274 (111)	274 (111)			
Subunit 1B	66 (27)	66 (27)			
Subunit 1C	47 (19)	47 (19)			
2. Goose Lake Unit					
Subunit 2A	159 (64)				159 (64)
Subunit 2B	1,115 (451)				1,115 (451)
Coles Levee Unit	270 (109)		46 (19)	6 (2)	217 (88)
5. Kern Lake Unit					
Subunit 5A	34 (14)				34 (14)
Subunit 5B	51 (21)				51 (21)
6. Semitropic Ecological Reserve Unit			3456 (140)		27 (11)
7. Lemore Wetland Reserve Unit					97 (39)
Total	2,485 (1,006)	387 (157)	391 (159)	6 (2)	1,700 (688)

Note: Area sizes may not sum due to rounding.

We present brief descriptions of all units, and reasons why they meet the definition of critical habitat for the Buena Vista Lake shrew, below.

Unit 1: Kern National Wildlife Refuge Unit

Unit 1 consists of a total of approximately 387 ac (157 ha). The Kern NWR Unit is completely comprised of Federal lands, and is located within the Kern NWR in northwestern Kern County. The Kern NWR Critical Habitat Unit consists of three subunits: Subunit 1A is approximately 274 ac (111 ha); subunit

1B is 66 ac (27 ha); and subunit 1C is 47 ac (19 ha). The unit was occupied at the time of listing, is currently occupied, and contains the physical and biological features that are essential to the conservation of the shrew. Shrew habitat in Unit 1 receives water from the California Aqueduct. One of the areas where Buena Vista Lake shrews are present has standing water from September 1 through approximately April 15. After that time, the trees in the area may receive irrigation water so the area may possibly remain damp through May, but the area is dry for approximately 3 months during the

summer. Another area of known Buena Vista Lake shrew occurrences has standing water from the second week of August through the winter and into early July, and is only dry for a short time during the summer. Buena Vista Lake shrew have been captured in remnant riparian and slough habitat at the Refuge (Service 2005, pp. 48, 49).

Like all the critical habitat units we are designating here (see *Criteria Used to Designate Critical Habitat*, above), this unit is essential to the conservation of the shrew because it is occupied, and because the subunits include riparian habitat that contain the appropriate

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physical or biological features and primary constituent elements for the shrew. *Populus fremontii* trees (Fremont cottonwood) and *Salix spp.* (willow) are the dominant woody plants in riparian areas. Additional plants include bulrushes, cattails, *Juncus spp.* (rushes), *Heliocharis palustris* (spike rush), and *Sagittaria longiloba* (arrowhead). Other plant communities on the refuge that support shrews are valley iodine bush scrub, dominated by iodine bush, seepweed, *Frankenia salina* (alkali heath), and salt-cedar scrub, which is dominated by *Tamarix spp.* (salt cedar). Both of these communities occupy sites with moist, alkaline soils.

The Kern NWR completed a Comprehensive Conservation Plan (CCP) for the Kern and Pixley NWRs in February 2005 (Service 2005, pp. 1–103). The CCP provides objectives for maintenance and restoration of Buena Vista Lake shrew habitat on the Kern NWR. Objectives listed in the CCP include: completing baseline censuses and monitoring for the shrew; enhancement and maintenance of the 215-ac (87-ha) riparian habitat through regular watering to provide habitat for riparian species including the shrew; and additional restoration of 15 ac (6 ha) of riparian habitat along canals in a portion of the Refuge to benefit the shrew and riparian bird species (Service 2005, pp. 84, 85). The physical and biological features essential to the conservation of the species in this unit may require special management considerations or protection to address threats from nonnative species such as salt cedar, and from changes in hydrology due to offsite water management.

Unit 2: Goose Lake Unit

The Goose Lake Unit consists of a total of approximately 1,274 ac (515 ha) of private land, and is located about 10 mi (16 km) south of Kern NWR in northwestern Kern County, in the historical lake bed of Goose Lake. The Goose Lake Unit consists of two subunits: Subunit 2A contains 159 ac (64 ha), and Subunit 2B contains 1,115 ac (451 ha). We consider that the unit was occupied at the time of listing and assume that it was not identified as occupied at that time because it had not yet been surveyed for small mammals. In January 2003, when the area was first surveyed for small mammals, approximately 6.5 ac (2.6 ha) of potential shrew habitat located along the Goose Lake sloughs were surveyed (ESRP 2004, p. 8), resulting in the capture of five Buena Vista Lake shrews. The maximum distance between two shrew captures was 1.6 mi (2.6 km),

suggesting that Buena Vista Lake shrews are widely distributed on the site. The unit has been determined to have the necessary physical or biological features present and therefore meets the definition of critical habitat under section 3(5)(A)(i) of the Act. The unit was included in the 2004 proposed critical habitat designation.

Although we continue to presume that the unit meets the definition of critical habitat under section 3(5)(A)(i) of the Act (prong 1), we are also designating the unit under section 3(5)(A)(ii) of the Act (prong 2). As discussed above under *Criteria Used To Identify Critical Habitat*, even if subsequent evidence were to indicate that the unit was not occupied at the time of listing, it would remain critical habitat under the second prong of the Act's definition. The unit is essential for the conservation of the shrew because it is among the very few remaining areas that support both an extant shrew population and the physical and biological features necessary to conserve that population.

In the past, Buena Vista Lake shrew habitat in this unit experienced widespread losses due to the diversion of water for agricultural purposes. However, small, degraded examples of freshwater marsh and riparian communities still exist in the area of Goose Lake and Jerry Slough (a portion of historical Goose Slough, an overflow channel of the Kern River), allowing shrews to persist in the area. Dominant vegetation along the slough channels includes frankenia, iodine bush, and seepweed. The northern portion of the unit consists of scattered mature iodine bush shrubs in an area that has relatively moist soils. The southern portion of the unit is characterized by a dense mat of saltgrass and clumps of iodine bush and seepweed. A portion of the unit currently exhibits inundation and saturation during the winter months. Dominant vegetation in these areas has included cattails, bulrushes, and saltgrass.

The area consisting of the former bed of Goose Lake is managed by the Semitropic Water Storage District (WSD) as a ground-water recharge basin. Water from the California Aqueduct is transferred to the Goose Lake area in years of abundant water, where it is allowed to recharge the aquifer that is used for irrigated agriculture. At the time that the unit was originally proposed, the landowners, in cooperation with Ducks Unlimited, Inc. and Semitropic WSD, proposed to create and restore habitat for waterfowl in the unit area; wetland restoration that we expected to substantially increase the

quantity and quality of Buena Vista Lake shrew habitat on the site. Restoration activities were completed in the last 6 years. The physical and biological features essential to the conservation of the species in this unit may require special management considerations or protection to address threats from nonnative species such as salt cedar, from recreational use, and from changes in hydrology due to water management and maintenance of water conveyance facilities. No conservation agreements currently cover this land.

Unit 3: Kern Fan Recharge Unit

The Kern Fan Recharge Unit was excluded under section 4(b)(2) of the Act. See Exclusions section below.

Unit 4: Coles Levee Unit

The Coles Levee Unit is approximately 270 ac (109 ha) in Kern County, of which 217 ac (89 ha) is owned by Aera Energy. An additional 46 ac (19 ha) are State lands within the Tule Elk Reserve, and 6 ac (2 ha) are part of a Kern County park. The unit is located northeast of Tupman Road near the town of Tupman, is directly northeast of the California Aqueduct, and is largely within the Coles Levee Ecosystem Preserve, which was established as a mitigation bank in 1992, in an agreement between Atlantic Richfield Company (ARCO) and CDFW. The preserve serves as a mitigation bank to compensate for the loss of habitat for listed upland species; the Buena Vista Lake shrew is not a covered species. ARCO had been issued an incidental take permit under section 10(a)(1)(B) of the Act for the Coles Levee Ecological Preserve Area (Service 2001, p. 1). However, the take authorization provided by the permit lapsed when ARCO sold the property to the current owner and the permit was not transferred. Habitat on the preserve consists mostly of highly degraded upland saltbush and mesquite scrub, and is interlaced with slough channels for the historical Kern River fan where the river entered Buena Vista Lake from the northeast. Most slough channels are dry except in times of heavy flooding. This site runs parallel to the Kern River bed and contains approximately 2 mi (3.2 km) of much-degraded riparian vegetation along the Kern River.

A manmade pond, which was constructed in the late 1990s or early 2000s, is located within the unit. Water from the adjacent oil fields is constantly pumped into the basin. Vegetation includes bulrushes, *Critica dioica* (stinging nettle), *Baccharis salicifolia* (mulefat), salt grass, *Atriplex lentiformis* (quailbush), and *Conium maculatum*

(poison hemlock). A few willows and Fremont cottonwoods are scattered throughout the area.

In the 2009 proposed rule (74 FR 53999, October 21, 2009), we repropose 214 ac (87 ha) of critical habitat as the Coles Levee Unit. In this unit, Buena Vista Lake shrews were originally captured along a nature trail that was adjacent to a slough, and were close to the water's edge where there was abundant ground cover but little or no canopy cover. The unit is delineated in a general southeast to northwest direction, along both sides of the Kern River Flood Channel and Outlet Canal, which runs through the Preserve. During a construction project in the summer of 2011, two Buena Vista Lake shrews were found just north of the previous northerly boundary of the unit. We have therefore extended the unit boundary along both sides of the canal to encompass the contiguous riparian habitat to the point where water is no longer retreating and riparian vegetation essentially stops, thereby including riparian habitat along the Outlet Canal within the Tule Elk Reserve.

This unit is essential to the conservation of the species because it was occupied at the time of listing (67 FR 10102), is considered currently occupied, and includes willow-cottonwood riparian habitat that contains the PCEs. The physical and biological features essential to the conservation of the species in this unit may require special management considerations or protection to address threats from construction activities associated with projects to tie-in water conveyance facilities to the California Aqueduct and oil and gas-related activities, including pipeline projects. The area adjacent to Coles Levee is a site of active gas and oil production, and the Coles Levee Unit is within an area that was recently proposed for additional oil and gas exploration.

Unit 5: Kern Lake Unit

The Kern Lake Unit is approximately 85 ac (35 ha) in size, and is located at the edge of the historical Kern Lake, approximately 16 miles south of Bakersfield in southwestern Kern County. This unit lies between Hwy 99 and Interstate 5, south of Herring Road near the New Rim Ditch. The Kern Lake Unit consists of two subunits: Subunit 5A contains 34 ac (14 ha), and Subunit 5B contains 51 ac (21 ha). The unit was occupied at the time of listing, is considered currently occupied, and contains the physical and biological features that are essential to the conservation of the Buena Vista Lake shrew. Since the advent of reclamation

and development, the surrounding lands have seen intensive cattle and sheep ranching and, more recently, cotton and alfalfa farming. Currently, Kern Lake itself is generally a dry lake bed; however, the unit contains wet alkali meadows and a spring-fed pond known as "Gator Pond," which is located near the shoreline of the lake bed. A portion of the runoff from the surrounding hills travels through underground aquifers, surfacing as artesian springs at the pond. The heavy clay soils support a distinctive assemblage of native species, providing an island of native vegetation situated among agricultural lands. The unit contains three ecologically significant natural communities: freshwater marsh, alkali meadow, and iodine bush scrub. This unit is essential to the conservation of the species because it is currently occupied and includes habitat that contains the PCEs identified for the shrew. The Kern Lake area was formerly managed by the Nature Conservancy for the J.G. Boswell Company, and was once thought to contain the last remaining population of the Buena Vista Lake shrew.

The physical and biological features essential to the conservation of the species in this unit may require special management considerations or protection to address threats from reductions in water delivery, from effects of surrounding agricultural use, and from industrial and commercial development. This area does not have a conservation easement and is managed by the landowners. We are unaware of any plans to develop this site; however, it is within a matrix of lands managed for agricultural production.

Unit 6: Semitropic Ecological Reserve Unit

The Semitropic Ecological Reserve Unit is approximately 372 ac (151 ha) in size and is located about 7 mi (11 km) south of Kern NWR and 7 mi (11 km) north of the Goose Lake Unit along the Main Drain Canal in Kern County. It is bordered on the south by State Route 46, approximately 2 mi (3 km) east of the intersection with Interstate 5. The CDFW holds 345 ac (140 ha) under fee title, and manages the area as part of the Semitropic Ecological Reserve. An additional 27 ac (11 ha) of the unit are private land.

We consider that the unit was occupied at the time of listing and assume that it was not identified as occupied at that time because it had not yet been surveyed for small mammals (see *Criteria Used To Identify Critical Habitat*). Buena Vista Lake shrews were identified in the unit on April 27, 2005,

when it was first surveyed for small mammals (ESRP 2005, pp. 10–13). At that time, Buena Vista Lake shrews were found in the southwestern portion of the unit, next to the Main Drain Canal. The unit has been determined to have the necessary PCEs present and therefore meets the definition of critical habitat under section 3(5)(A)(i) of the Act. Although we presume that the unit meets the definition of critical habitat under section 3(5)(A)(i) of the Act, we are also designating the unit under section 3(5)(A)(ii) of the Act. Even if the unit was not occupied at the time of listing, it is essential for the conservation of the Buena Vista Lake shrew due to its location approximately midway between Units 1 and 2, and location near the southern edge of remnant natural wetland and riparian habitat. The unit is also essential for the conservation of the shrew because it is considered to be currently occupied, and contains a matrix of riparian and wetland habitat, including riparian habitat both along the canal and within and adjacent to oxbow and slough features.

The major vegetative associations at the site are valley saltbush scrub and valley sink scrub. Valley saltbush scrub is found within the relatively well-drained soils at slightly higher elevations, and the valley sink scrub is found in the heavier clay soils. Dominant vegetation at the site includes *Bromus diandrus* (rigput brome), *Bromus madritensis ssp. rubens* (red brome), *Carex spp.* (sedges), *Juncus spp.* (rushes), *Polygonum spp.* (knotweed), *Polypogon monspeliensis* (rabbitfoot grass), *Rumex crispus* (curly dock), and *Vulpia myuros* (foxtail fescue). There is a light overstory of cottonwoods at the trapping location where the unit Buena Vista Lake shrews have been observed.

The physical and biological features essential to the conservation of the species in this unit may require special management considerations or protection to address threats from ongoing oil and gas exploration and development, ongoing conversion of natural lands for agricultural development, changes in water management, weed control activities including use of herbicides, and the occurrence of range trespass in an open range area. Semitropic reserve lands are not fenced and are subject to occasional range trespass by sheep and cattle (CDFW 2012). State lands in the unit were acquired under the provisions of the Metro Bakersfield Habitat Conservation Plan (HCP), and are managed for listed upland species. Location of the Main Drain Canal in the unit, and the presence of wetland

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features are expected to benefit the shrew, although the shrew is not a covered species under the HCP. The State does not yet have a management plan for the Semipalmated Ecological Reserve.

Unit 7: Lemoore Wetland Reserve Unit

The Lemoore Wetland Reserve Unit, 97 ac (39 ha) in size, is located east of the Lemoore Naval Air Station and is 4 mi (6 km) west of the City of Lemoore in Kings County. The unit is bounded along the southern border by State Route 198, and on the north and west sides by a bare water-conveyance canal. The unit is managed by the Natural Resources Conservation Service for waterfowl enhancement.

We consider that the unit was occupied at the time of listing and that it was not identified as occupied at that time because it had not yet been surveyed for small mammals (see *Criteria Used To Identify Critical Habitat*). Buena Vista Lake shrews were identified in the unit in April 2005, when it was first surveyed for small mammals (ESRP 2005, pp. 10–13). The unit has been determined to have the necessary PCEs present and, therefore, meets the definition of critical habitat under section 3(5)(A)(i) of the Act. Although we presume that the unit meets the definition of critical habitat under section 3(5)(A)(i) of the Act, we are also designating the unit under section 3(5)(A)(ii) of the Act. The unit is essential for the conservation of the shrew due to its location at the northernmost extent of the subspecies' range and its geographic isolation from other units, due to occupancy, and due to remnant natural wetland and riparian habitat that contains the PCEs.

The site is part of an area that was created to provide a place for city storm water to percolate and drop potential contaminants to shield the Kings River during years of flood runoff. Portions of the area are flooded periodically, forming fragmented wetland communities throughout the area.

The plant communities of the Lemoore Wetland Reserve Unit include a mixture of vegetation communities: nonnative grassland, vernal marsh, and elements of valley sink scrub. Commonly occurring plants include *Brassica nigra* (black mustard), red bromo, *B. hordeaceus* (soft chess), saltgrass, alkali heath, rushes, *Lactuca serriola* (prickly lettuce), rabbitfoot grass, cottonwood, *Rumex crispus* (curly dock), *Salix ssp.* (willow), *Scirpus ssp.* (bulrush), *Sonchus oleraceus* (common sowthistle), cattails, foxtail fescue and *Xanthium strumarium* (cocklebur). This unit is essential to the conservation of

the species because it is currently occupied and contains the PCEs identified for the shrew.

Effects of Critical Habitat Designation Section 7 Consultation

Section 7(a)(2) of the Act requires Federal agencies, including ourselves, to ensure that any action they fund, authorize, or carry out is not likely to jeopardize the continued existence of any endangered or threatened species, or result in the destruction or adverse modification of designated critical habitat of such species. In addition, section 7(a)(4) of the Act requires Federal agencies to confer with us on any agency action which is likely to jeopardize the continued existence of any species proposed to be listed under the Act or result in the destruction or adverse modification of proposed critical habitat.

Decisions by the 5th and 9th Circuit Courts of Appeals have invalidated our regulatory definition of "destruction or adverse modification" (50 CFR 402.02) (see *Sierra Club v. U.S. Fish and Wildlife Service et al.*, 245 F.3d 434, 442 (5th Cir. 2001) and *Gifford Pinchot Task Force v. U.S. Fish and Wildlife Service*, 378 F.3d 1059 (9th Cir. 2004)), and we do not rely on this regulatory definition when analyzing whether an action is likely to destroy or adversely modify critical habitat. Under the statutory provisions of the Act, we determine destruction or adverse modification on the basis of whether, with implementation of the proposed Federal action, the affected critical habitat would continue to serve its intended conservation role for the species.

If a Federal action may affect a listed species or its critical habitat, the responsible Federal agency (action agency) must enter into consultation with us. Examples of actions that are subject to the section 7 consultation process are actions on State, tribal, local, or private lands that require a Federal permit (such as a permit from the U.S. Army Corps of Engineers under section 404 of the Clean Water Act (33 U.S.C. 1251 *et seq.*) or a permit from ourselves under section 10 of the Act) or that involve some other Federal action (such as funding from the Federal Highway Administration, Federal Aviation Administration, or the Federal Emergency Management Agency). Federal actions not affecting listed species or critical habitat, and actions on State, tribal, local, or private lands that are not federally funded or authorized, do not require section 7 consultation.

As a result of section 7 consultation, we document compliance with the requirements of section 7(a)(2) through our issuance of:

- (1) A concurrence letter for Federal actions that may affect, but are not likely to adversely affect, listed species or critical habitat; or
 - (2) A biological opinion for Federal actions that may affect, and are likely to adversely affect, listed species or critical habitat.
- When we issue a biological opinion concluding that a project is likely to jeopardize the continued existence of a listed species, or destroy or adversely modify critical habitat, we provide reasonable and prudent alternatives for the project, if any are identifiable. The alternatives identify how the likelihood of jeopardy to the species, or destruction or adverse modification of critical habitat, may be avoided. We define "reasonable and prudent alternatives" (at 50 CFR 402.02) as alternative actions identified during consultation that:
- (1) Can be implemented in a manner consistent with the intended purpose of the action;
 - (2) Can be implemented consistent with the scope of the Federal agency's legal authority and jurisdiction;
 - (3) Are economically and technologically feasible; and
 - (4) Would, in the Director's opinion, avoid the likelihood of jeopardizing the continued existence of the listed species or avoid the likelihood of destroying or adversely modifying critical habitat.

Reasonable and prudent alternatives can vary from slight project modifications to extensive redesign or relocation of the project. Costs associated with implementing a reasonable and prudent alternative are similarly variable.

Regulations at 50 CFR 402.16 require Federal agencies to reinstate consultation on previously reviewed actions in instances where we have listed a new species or subsequently designated critical habitat that may be affected and the Federal agency has retained discretionary involvement or control over the action (or the agency's discretionary involvement or control is authorized by law). Consequently, Federal agencies sometimes may need to request reinstatement of consultation with us on actions for which formal consultation has been completed, if those actions with discretionary involvement or control may affect subsequently listed species or designated critical habitat.

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Application of the "Adverse Modification" Standard

The key factor related to the adverse modification determination is whether, with implementation of the proposed Federal action, the affected critical habitat would continue to serve its intended conservation role for the species. Activities that may destroy or adversely modify critical habitat are those that alter the essential physical or biological features to an extent that appreciably reduces the conservation value of critical habitat for the Buena Vista Lake shrew.

Section 4(b)(8) of the Act requires us to briefly evaluate and describe, in any proposed or final regulation that designates critical habitat, activities involving a Federal action that may destroy or adversely modify such habitat, or that may be affected by such designation. We list examples of such activities below. All such activities could also trigger consultation in the absence of critical habitat, as required by section 7(a)(2) of the Act, in order to avoid jeopardizing the continued existence of the subspecies. Activities that may affect critical habitat, when carried out, funded, or authorized by a Federal agency, should result in consultation for the shrew. These activities include, but are not limited to:

- (1) Actions carried out, permitted or funded by Federal agencies that would affect the delivery of water to riparian or wetland areas within critical habitat. Such activities could include damming, diversion, and channelization. These activities could eliminate or reduce the habitat necessary for the reproduction, sheltering, or growth of Buena Vista Lake shrews.

- (2) Groundbreaking activities within critical habitat, as carried out, permitted, or funded by Federal agencies. Such activities could include construction of roads or communication towers, Superfund site cleanup, and projects to control erosion or flooding. These activities could eliminate or reduce the complex vegetative structure, soil moisture, or prey base necessary for reproduction, sheltering, foraging, or growth of Buena Vista Lake shrews.

- (3) Activities carried out, permitted, or funded by Federal agencies that could affect water quality within critical habitat, including the deposition of silt. Such activities could include placement of fill into wetlands or discharge of oil or other pollutants into streams. These activities could eliminate or reduce the habitat and prey base necessary for the reproduction, feeding, or growth of Buena Vista Lake shrews.

- (4) Activities carried out on critical habitat designated on Federal lands (Unit 1) that could reduce the complex vegetative structure, soil moisture, or prey base of critical habitat. Such activities could include fire management actions or invasive species removal. These activities could eliminate or reduce the habitat or prey base necessary for reproduction, sheltering, foraging, or growth of Buena Vista Lake shrews.

Exemptions

Application of Section 4(a)(3) of the Act

The Sikes Act Improvement Act of 1997 (Sikes Act) (16 U.S.C. 670a) required each military installation that includes land and water suitable for the conservation and management of natural resources to complete an integrated natural resources management plan (INRMP) by November 17, 2001. An INRMP integrates implementation of the military mission of the installation with stewardship of the natural resources found on the base. Each INRMP includes:

- (1) An assessment of the ecological needs on the installation, including the need to provide for the conservation of listed species;
- (2) A statement of goals and priorities;
- (3) A detailed description of management actions to be implemented to provide for these ecological needs; and
- (4) A monitoring and adaptive management plan.

Among other things, each INRMP must, to the extent appropriate and applicable, provide for fish and wildlife management; fish and wildlife habitat enhancement or modification; wetland protection, enhancement, and restoration where necessary to support fish and wildlife; and enforcement of applicable natural resource laws.

The National Defense Authorization Act for Fiscal Year 2004 (Pub. L. 108–136) amended the Act to limit areas eligible for designation as critical habitat. Specifically, section 4(a)(3)(B)(i) of the Act (16 U.S.C. 1533(a)(3)(B)(i)) now provides: "The Secretary shall not designate as critical habitat any lands or other geographical areas owned or controlled by the Department of Defense, or designated for its use, that are subject to an integrated natural resources management plan prepared under section 101 of the Sikes Act (16 U.S.C. 670a), if the Secretary determines in writing that such plan provides a benefit to the species for which critical habitat is proposed for designation."

There are no Department of Defense lands within the proposed critical

habitat designation. Therefore, we are not exempting lands from this final designation of critical habitat for the Buena Vista Lake shrew pursuant to section 4(a)(3)(B)(i) of the Act.

Exclusions

Application of Section 4(b)(2) of the Act

Section 4(b)(2) of the Act states that the Secretary shall designate and make revisions to critical habitat on the basis of the best available scientific data after taking into consideration the economic impact, national security impact, and any other relevant impact of specifying any particular area as critical habitat. The Secretary may exclude an area from critical habitat if she determines that the benefits of such exclusion outweigh the benefits of specifying such area as part of the critical habitat, unless she determines, based on the best scientific data available, that the failure to designate such area as critical habitat will result in the extinction of the species. In making that determination, the statute on its face, as well as the legislative history, are clear that the Secretary has broad discretion regarding which factor(s) to use and how much weight to give to any factor.

In considering whether to exclude a particular area from the designation, we identify the benefits of including the area in the designation, identify the benefits of excluding the area from the designation, and evaluate whether the benefits of exclusion outweigh the benefits of inclusion. If the analysis indicates that the benefits of exclusion outweigh the benefits of inclusion, the Secretary may exercise her discretion to exclude the area only if such exclusion would not result in the extinction of the species.

When identifying the benefits of inclusion for an area, we consider the additional regulatory benefits that area would receive from the protection from adverse modification or destruction as a result of actions with a Federal nexus; the educational benefits of mapping essential habitat for recovery of the listed species; and any benefits that may result from a designation due to State or Federal laws that may apply to critical habitat.

When identifying the benefits of exclusion, we consider, among other things, whether exclusion of a specific area is likely to result in conservation; the continuation, strengthening, or encouragement of partnerships; or implementation of a management plan that provides equal to or more conservation than a critical habitat designation would provide.

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In the case of the Buena Vista Lake shrew, the benefits of critical habitat include public awareness of the shrew's presence and the importance of habitat protection, and in cases where a Federal nexus exists, increased habitat protection for the shrew due to the protection from adverse modification or destruction of critical habitat.

When we evaluate the existence of a management plan when considering the benefits of exclusion, we consider a variety of factors, including but not limited to, whether the plan is finalized; how it provides for the conservation of the essential physical or biological features; whether there is a reasonable expectation that the conservation management strategies and actions contained in a management plan will be implemented into the future; whether the conservation strategies in the plan are likely to be effective; and whether the plan contains a monitoring program or adaptive management to ensure that the conservation measures are effective and can be adapted in the future in response to new information.

After identifying the benefits of inclusion and the benefits of exclusion, we carefully weigh the two sides to evaluate whether the benefits of exclusion outweigh those of inclusion. If our analysis indicates that the benefits of exclusion outweigh the benefits of inclusion, we then determine whether exclusion would result in extinction. If exclusion of an area from critical habitat will result in extinction, we will not exclude it from the designation.

Summary of Exclusions

Based on the information provided by entities seeking exclusion, as well as additional public comments and information received, we evaluated whether certain lands in the proposed critical habitat (Units 2, 3, 4, and 7 in their entirety, and portions of Units 2, 3, 4, 5, and 7) were appropriate for exclusion from this final designation pursuant to section 4(b)(2) of the Act. We identified Unit 3 (Kern Fan Water Recharge Unit) in its entirety (2,887 ac (1,088 ha)) for exclusion from critical habitat designation for the shrew.

We are excluding this area because we believe that:

- (1) Its value for conservation will be preserved for the foreseeable future by existing protective actions, and, therefore,

- (2) It is appropriate for exclusion under the "other relevant impacts" provisions of section 4(b)(2) of the Act.

Exclusions Based on Economic Impacts

Under section 4(b)(2) of the Act, we consider the economic impacts of

specifying any particular area as critical habitat. In order to consider economic impacts, we prepared a draft economic analysis (DEA) of the proposed critical habitat designation and related factors (Industrial Economics (IEC) 2013a) and subsequently completed a final economic analysis (FEA) (IEC 2013b) (also available at <http://www.regulations.gov>, Docket No. FWS-R8-ES-2009-0062). We then opened a public comment period announcing the availability of the DEA (78 FR 14245; March 5, 2013), and subsequently completed a final economic analysis (FEA) (IEC 2013b) (also available at <http://www.regulations.gov>, Docket No. FWS-R8-ES-2009-0062), on which we base our determination of economic exclusions.

The intent of the FEA is to quantify the economic impacts of all potential conservation efforts for the Buena Vista Lake shrew. Some of these costs will likely be incurred regardless of whether we designate critical habitat (baseline). The economic impact of the final critical habitat designation is analyzed by comparing scenarios both "with critical habitat" and "without critical habitat." The "without critical habitat" scenario represents the baseline for the analysis, considering protections already in place for the species (e.g., under the Federal listing and other Federal, State, and local regulations). The baseline, therefore, represents the costs incurred regardless of whether critical habitat is designated. The "with critical habitat" scenario describes the incremental impacts associated specifically with the designation of critical habitat for the species. The incremental conservation efforts and associated impacts are those not expected to occur absent the designation of critical habitat for the species. In other words, the incremental costs are those attributable solely to the designation of critical habitat above and beyond the baseline costs; these are the costs we consider in the final designation of critical habitat. The analysis looks retrospectively at baseline impacts incurred since the species was listed, and forecasts both baseline and incremental impacts likely to occur with the designation of critical habitat.

The FEA also addresses how potential economic impacts are likely to be distributed, including an assessment of any local or regional impacts of habitat conservation and the potential effects of conservation activities on government agencies, private businesses, and individuals. The FEA measures lost economic efficiency associated with residential and commercial development and public projects and activities, such as economic impacts on

water management and transportation projects, Federal lands, small entities, and the energy industry. Decisionmakers can use this information to assess whether the effects of the designation might unduly burden a particular group or economic sector. Finally, the FEA looks retrospectively at costs that have been incurred since 2002 (the year of the species' listing) (67 FR 10101), and considers those costs that may occur in the 20 years following the designation of critical habitat, which was determined to be the appropriate period for analysis because limited planning information was available for most activities to forecast activity levels for projects beyond a 20-year timeframe.

The FEA quantifies economic impacts of Buena Vista Lake shrew conservation efforts associated with various economic activities, including: (1) Water management; (2) agricultural production; and (3) energy development. Incremental impacts (attributable to critical habitat) are expected to result from the need for additional consultations between ourselves and other Federal agencies seeking to fund or permit new projects in critical habitat units. The total estimated incremental economic impact for all areas proposed as revised critical habitat over the next 20 years is \$130,000 (\$11,000 annualized), assuming a 7 percent discount rate. More than half of those impacts (\$79,000) are estimated to apply to Unit 3, which we are excluding based on an established habitat management plan for the area (see Exclusions Based on Other Relevant Impacts below). Please refer to the FEA for a comprehensive discussion of all potential impacts.

Because the impacts of critical habitat estimated by the FEA are relatively low, and not distributed in such a way as to unduly burden any particular area or group, the Secretary is not exercising her discretion to exclude any units based on economic impacts. A copy of the FEA with supporting documents may be obtained by contacting the Sacramento Fish and Wildlife Office (see ADDRESSES) or by downloading from the Internet at www.regulations.gov (Docket No. FWS-R8-ES-2009-0062).

Exclusions Based on National Security Impacts

Under section 4(b)(2) of the Act, we consider whether there are lands owned or managed by the Department of Defense (DOD) where a national security impact might exist. We have determined that the lands within Buena Vista Lake shrew critical habitat units are not owned or managed by the Department of

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Defense, and, therefore, we anticipate no impact on national security. Consequently, the Secretary is not exercising her discretion to exclude any areas from this final designation based on impacts on national security.

Exclusions Based on Other Relevant Impacts

Under section 4(b)(2) of the Act, we consider any other relevant impacts, in addition to economic impacts and impacts on national security. We consider a number of factors including whether the landowners have developed any HCPs or other management plans for the area, or whether any conservation partnerships would be encouraged by designation of, or exclusion from, critical habitat. In addition, we look at any tribal issues, and consider the government-to-government relationship of the United States with tribal entities. We also consider any social impacts that might occur because of the designation.

Land and Resource Management Plans, Conservation Plans, or Agreements based on Conservation Partnerships

We consider a current land management or conservation plan to provide adequate management or protection if it meets the following criteria:

- (1) The plan is complete and provides the same or better level of protection from adverse modification or destruction than that provided through a consultation under section 7 of the Act;
- (2) There is a reasonable expectation that the conservation management strategies and actions will be implemented for the foreseeable future, based on past practices, written guidance, or regulations; and
- (3) The plan provides conservation strategies and measures consistent with currently accepted principles of conservation biology.

We consider the habitat management plan operated by the City of Bakersfield for the Kern Fan Water Recharge Area (Kern Fan Habitat Management Plan (HMP)) to fulfill the above criteria, and the Secretary is therefore excluding non-Federal lands covered by this plan (all of Unit 3) that provide for the conservation of the Buena Vista Lake shrew.

Exclusions Under Section 4(b)(2) of the Act—Kern Fan Water Recharge Area

Proposed Unit 3 is covered in its entirety by the Kern Fan Water Recharge Area, which is owned and operated by the City of Bakersfield. The Water Recharge Area consists of approximately

2,800 ac (1,133 ha) west of Bakersfield, on which the City spreads water, as available, from the Kern River and State Water Project (LOA 2004, p. 8). By spreading water over the Recharge Area, the City is able to buffer downstream flooding and allow for the recharge of underground aquifers. Water used in this fashion also supports the physical or biological features essential to the shrew. The City has worked closely with us since 2004 to develop and implement a habitat management plan (Kern Fan HMP) for the conservation of the shrew (LOA 2004, entire).

The Kern Fan HMP benefits the shrew in several ways. First, it incorporates several preexisting beneficial management practices, thereby making those practices more likely to persist, and giving us input regarding any future proposals to change them. The practices include limitation of public access to the site, cessation of livestock grazing, and maintenance of the site as open space left predominantly in its natural vegetative state (LOA 2004, pp. 20, 21).

Second, it applies the results of a baseline habitat survey to establish priorities according to which available waters will be spread so as to most benefit the shrew (LOA 2004, pp. 22–24). Third, it establishes a monitoring program involving yearly habitat surveys (LOA 2004, pp. 25–27). And fourth, it incorporates adaptive management provisions by establishing goals for various areas and adjusting management to meet those goals as necessary (LOA 2004, pp. 24, 27–28). The plan requires monitoring results to be shared with us, and provides for yearly meetings between ourselves and the City to discuss adaptive management options (LOA 2004, p. 28).

The City of Bakersfield has carried out the terms of this plan since 2005 (LOA 2005, entire; LOA 2006, entire; LOA 2007, entire; LOA 2008, entire; LOA 2009, entire; LOA 2010, entire; LOA 2012a, entire; LOA 2012b, entire). In 2011, with our input, the City proposed an addendum, referred to as the "Enhanced Management Plan," under which monitoring efforts would be expanded to include prey-base surveys and trapping surveys for presence of the shrew (LOA 2011, p. 8). The Enhanced Management Plan also provided additional assurances that the plan would continue to be carried out, by calling for funding provisions and for the establishment of a City resolution to codify the City's long-term commitment (LOA 2011, p. 7). That resolution has been passed, subject to a condition that we exclude the Kern Fan Water Recharge Area from critical habitat

designation (Bakersfield Water Board Committee 2011, entire).

Benefits of Inclusion—Kern Fan Water Recharge Area

The potential benefits to the shrew of designating the proposed Kern Fan Water Recharge Unit as critical habitat include increased oversight of Federal agencies to assure that they do not permit, fund, or carry out actions in the area that could destroy or adversely modify critical habitat. However, because Buena Vista Lake shrews occur in the proposed unit, Federal agencies carrying out actions affecting the area would be required to consult with us if their actions might affect the shrew, even in the absence of critical habitat (IEC 2013, p. 4–3). Critical habitat may result in additional protective measures from consultation due to the additional emphasis it places on habitat, and due to the different standard used under the Act for judging impacts to that habitat. However, in this particular case, we expect that additional protective measures resulting from critical habitat would be rare. Any such benefits would also be limited to ameliorating the potential impacts of Federal actions. They would not extend to proactive, ongoing management of the habitat to maintain or increase essential habitat features.

Critical habitat designation would also serve to alert the public and State agencies of the presence of the shrew in the area. However, the City of Bakersfield's habitat management plan for the shrew would also serve that purpose to some extent.

Benefits of Exclusion—Kern Fan Water Recharge Area

The benefits of exclusion, in this case, would include the continued participation of the City of Bakersfield in its established habitat management plan (LOA 2004, entire), and the adoption by the city of additional improvements as specified in the Enhanced Management Plan (LOA 2011, entire). As discussed above, this would mean habitat protection, monitoring of conditions, and adaptive management to benefit the shrew on an ongoing basis, regardless of actions by Federal agencies in the area. In considering the potential benefits of any management plan, we must also consider the likelihood that the plan will continue to be implemented in the future. The City of Bakersfield has demonstrated a commitment to continued implementation by consistently carrying out the terms of the 2004 management plan since its inception. The City's prospective adoption of the Enhanced

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Management Plan, and its passage of a conditional resolution indicating commitment to that plan and continued funding, also provide strong indications that the City will implement the plan into the indefinite future.

Additional benefits of exclusion include the building of a working relationship between ourselves and the City of Bakersfield, which may foster an atmosphere of mutual trust and input by both sides into shrew conservation actions. Successful establishment of such a relationship can increase the likelihood that other landowners may be willing to enter similar relationships for the benefit of threatened and endangered species.

Benefits of Exclusion Outweigh Benefits of Inclusion—Kern Fan Water Recharge Area

Both designation and exclusion of the Kern Fan Recharge Area provide direct and indirect benefits for the shrew, which we must weigh against each other while taking into account the likelihood that such benefits will actually be realized. In this case, we consider the direct benefits of exclusion to outweigh those of designation, because exclusion can lead to ongoing adaptive conservation management under the Kern Fan HMP. In contrast, designation can only protect the shrew against certain Federal actions, and because the area is occupied year-round by the shrew, most of those actions are already covered by the Act's prohibition against jeopardizing the continued existence of a listed species (16 U.S.C. 1536(7)(a)(2)).

Similarly, the indirect benefits of exclusion (the fostering of a working relationship with the City of Bakersfield to provide for the conservation of the shrew), outweigh the indirect benefits of designation (alerting the public to the shrew's presence in the area). Another indirect benefit of critical habitat is the establishment and general publication of the habitat needs of the species, but this benefit can be realized through this designation without need to designate the Kern Fan Water Recharge Area specifically.

Finally, although the benefits of designating the Kern Fan area are essentially certain, the benefits of exclusion are also very likely to occur. The City of Bakersfield has established a long-standing practice of following its habitat management plan for the conservation benefit of the shrew. They have also worked closely with us to improve the plan, and have passed a city ordinance to codify their intent to carry out the terms of the improved plan into the indefinite future. Accordingly, we find that the conservation benefits of

excluding the Kern Fan Water Recharge Area from critical habitat designation outweigh the conservation benefits of specifying the area as part of the shrew's critical habitat.

Exclusion Will Not Result in Extinction of the Subspecies

Because of the conservation benefits and habitat protections discussed above that the City of Bakersfield will implement, with our input, in the absence of critical habitat designation and because the shrew is known from seven existing locations, six of which we are designating as critical habitat, we conclude that exclusion of the Kern Fan Water Recharge Area (proposed Unit 3) will not result in extinction of the subspecies. Therefore, based on the above discussion, the Secretary is exercising her discretion to exclude approximately 2,687 ac (1,088 ha) of land in the Kern Fan Water Recharge Area from this final revised critical habitat designation.

Required Determinations

Regulatory Planning and Review (Executive Orders 12866 and 13563)

Executive Order 12866 provides that the Office of Information and Regulatory Affairs (OIRA) in the Office of Management and Budget will review all significant rules. The Office of Information and Regulatory Affairs has determined that this rule is not significant.

Executive Order 13563 reaffirms the principles of E.O. 12866 while calling for improvements in the nation's regulatory system to promote predictability, to reduce uncertainty, and to use the best, most innovative, and least burdensome tools for achieving regulatory ends. The executive order directs agencies to consider regulatory approaches that reduce burdens and maintain flexibility and freedom of choice for the public where these approaches are relevant, feasible, and consistent with regulatory objectives. E.O. 13563 emphasizes further that regulations must be based on the best available science and that the rulemaking process must allow for public participation and an open exchange of ideas. We have developed this rule in a manner consistent with these requirements.

Regulatory Flexibility Act (5 U.S.C. 601 et seq.)

Under the Regulatory Flexibility Act (RFA; 5 U.S.C. 601 et seq.), as amended by the Small Business Regulatory Enforcement Fairness Act of 1996 (SBREFA; 5 U.S.C. 801 et seq.),

whenever an agency is required to publish a notice of rulemaking for any proposed or final rule, it must prepare and make available for public comment a regulatory flexibility analysis that describes the effects of the rule on small entities (i.e., small businesses, small organizations, and small government jurisdictions). However, no regulatory flexibility analysis is required if the head of an agency certifies that the rule will not have a significant economic impact on a substantial number of small entities. The SBREFA amended the RFA to require Federal agencies to provide a certification statement of the factual basis for certifying that the rule will not have a significant economic impact on a substantial number of small entities. In this final rule, we are certifying that the critical habitat designation for the Buena Vista Lake shrew will not have a significant economic impact on a substantial number of small entities. The following discussion explains our rationale.

According to the Small Business Administration, small entities include small organizations, such as independent nonprofit organizations; small governmental jurisdictions, including school boards and city and town governments that serve fewer than 50,000 residents; as well as small businesses. Small businesses include manufacturing and mining concerns with fewer than 500 employees, wholesale trade entities with fewer than 100 employees, retail and service businesses with less than \$5 million in annual sales, general and heavy construction businesses with less than \$27.5 million in annual business, special trade contractors doing less than \$11.5 million in annual business, and agricultural businesses with annual sales less than \$750,000. To determine if potential economic impacts on these small entities are significant, we consider the types of activities that might trigger regulatory impacts under this rule, as well as the types of project modifications that may result. In general, the term "significant economic impact" is meant to apply to a typical small business firm's business operations.

To determine if the final designation of critical habitat for the shrew would significantly affect a substantial number of small entities, we consider the number of small entities affected within particular types of economic activities (e.g., energy, local government). We apply the "substantial number" test individually to each industry to determine if certification is appropriate. However, the SBREFA does not explicitly define "substantial number"

or "significant economic impact." Consequently, to assess whether a "substantial number" of small entities is affected by this designation, this analysis considers the relative number of small entities likely to be impacted in an area. In some circumstances, especially with critical habitat designations of limited extent, we may aggregate across all industries and consider whether the total number of small entities affected is substantial. In estimating the number of small entities potentially affected, we also consider whether their activities have any Federal involvement.

Designation of critical habitat only affects activities authorized, funded, or carried out by Federal agencies. Some kinds of activities are unlikely to have any Federal involvement and so will not be affected by critical habitat designation. In areas where the species is present, Federal agencies already are required to consult with us under section 7 of the Act on activities they authorize, fund, or carry out that may affect the Buena Vista Lake shrew. Federal agencies also must consult with us if their activities may affect critical habitat. Designation of critical habitat, therefore, could result in an additional economic impact on small entities due to the requirement to reinitiate consultation for ongoing Federal activities (see *Application of the "Adverse Modification Standard"* section).

In our final economic analysis of the critical habitat designation, we evaluated the potential economic effects on small business entities resulting from conservation actions related to the listing of the Buena Vista Lake shrew and the designation of critical habitat. The analysis is based on the estimated impacts associated with the rulemaking as described in Chapters 3 through 5 and Appendix A of the analysis and evaluates the potential for economic impacts related to: (1) Water management (availability and delivery); (2) agricultural production; and (3) energy development.

The incremental impacts for this designation are expected to consist almost entirely of administrative costs. These costs are likely to be borne by city and county governmental jurisdictions, as well as several energy utilities.

Exhibit A-1 of the FEA describes entities that may potentially be affected by critical habitat designation and assesses whether they are considered small entities under the RFA based on the applicable small entity thresholds by North American Industry Classification System (NAICS) code. While there is a potential for other third

party involvement, these are the entities we foresee potentially participating in consultation. As shown in Exhibit A-1, none of the entities expected to bear incremental impacts is considered to be small under the RFA. Potentially, some incremental impacts borne by the energy utilities may be passed on to individual customers in the form of increased energy prices. However, given the small size of the impacts, such an outcome is unlikely.

In summary, we considered whether this designation would result in a significant economic effect on a substantial number of small entities. Based on the above reasoning and currently available information, we concluded that this rule would not result in a significant economic impact on a substantial number of small entities. None of the entities potentially affected in any significant way by such costs qualify as small entities under the SBREFA. Therefore, we are certifying that the designation of critical habitat for the Buena Vista Lake shrew will not have a significant economic impact on a substantial number of small entities, and a regulatory flexibility analysis is not required.

Energy Supply, Distribution, or Use—Executive Order 13211

Executive Order 13211 (Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use) requires agencies to prepare Statements of Energy Effects when undertaking certain actions. OMB has provided guidance for implementing this Executive Order that outlines nine outcomes that may constitute "a significant adverse effect" when compared to not taking the regulatory action under consideration:

- Reductions in crude oil supply in excess of 10,000 barrels per day (bbls);
- Reductions in fuel production in excess of 4,000 barrels per day;
- Reductions in coal production in excess of 5 million tons per year;
- Reductions in natural gas production in excess of 25 million mcf per year;
- Reductions in electricity production in excess of 1 billion kilowatt-hours per year or in excess of 500 megawatts of installed capacity;
- Increases in energy use required by the regulatory action that exceed the thresholds above;
- Increases in the cost of energy production in excess of one percent;
- Increases in the cost of energy distribution in excess of one percent; or
- Other similarly adverse outcomes.

Although two energy companies operate facilities within the designation

(Pacific Gas and Electric (PG&E) and Southern California Gas Company (SoCal Gas)), we do not anticipate recommending additional shrew conservation measures on their activities due to the designation of critical habitat. As a result, we do not anticipate critical habitat designation to affect energy use, production, or distribution. Additional administrative time spent consulting with us due to critical habitat may cost these companies \$2,000 on an annualized basis, which is less than 0.01 percent of the annual revenues of either PG&E or SoCal Gas.

In addition, our analysis concludes that it is possible that solar energy developments and oil and gas exploration may be proposed in the future within the critical habitat. No current plans exist for these activities, however. In the case that future solar energy project or oil and gas developments are proposed, we do not expect the presence of critical habitat for the shrew to change our recommendations with respect to shrew conservation. That is, all conservation efforts recommended via section 7 consultation on these projects would be made regardless of whether critical habitat is designated. Consequently, the only costs would be from the relatively minor administrative effort to consider critical habitat as part of future consultations.

Accordingly, the FEA finds that none of the potential outcomes listed above are likely to result from this designation of critical habitat (Ee 2013, Appendix A). Thus, based on information in the economic analysis, energy-related impacts associated with Buena Vista Lake shrew conservation activities within critical habitat are not expected. As such, the designation of critical habitat is not expected to significantly affect energy supplies, distribution, or use. Therefore, this action is not a significant energy action, and the Statement of Energy Effects is required.

Unfunded Mandates Reform Act (2 U.S.C. 1501 et seq.)

In accordance with the Unfunded Mandates Reform Act (2 U.S.C. 1501 et seq.), we make the following findings:

(1) This rule will not produce a Federal mandate. In general, a Federal mandate is a provision in legislation, statute, or regulation that would impose an enforceable duty upon State, local, or tribal governments, or the private sector, and includes both "Federal intergovernmental mandates" and "Federal private sector mandates." These terms are defined in 2 U.S.C. 658(5)–(7). "Federal intergovernmental

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mandate" includes a regulation that "would impose an enforceable duty upon State, local, or tribal governments" with two exceptions. It excludes "a condition of Federal assistance." It also excludes "a duty arising from participation in a voluntary Federal program," unless the regulation "relates to a then-existing Federal program under which \$500,000,000 or more is provided annually to State, local, and tribal governments under entitlement authority," if the provision would "increase the stringency of conditions of assistance" or "place caps upon, or otherwise decrease, the Federal Government's responsibility to provide funding," and the State, local, or tribal governments "lack authority" to adjust accordingly. At the time of enactment, these entitlement programs were: Medicaid; Aid to Families with Dependent Children work programs; Child Nutrition; Food Stamps; Social Services Block Grants; Vocational Rehabilitation State Grants; Foster Care, Adoption Assistance, and Independent Living; Family Support Welfare Services; and Child Support Enforcement. "Federal private sector mandate" includes a regulation that "would impose an enforceable duty upon the private sector, except (i) a condition of Federal assistance or (ii) a duty arising from participation in a voluntary Federal program."

The designation of critical habitat does not impose a legally binding duty on non-Federal Government entities or private parties. Under the Act, the only regulatory effect is that Federal agencies must ensure that their actions do not destroy or adversely modify critical habitat under section 7. While non-Federal entities that receive Federal funding, assistance, or permits, or that otherwise require approval or authorization from a Federal agency for an action, may be indirectly impacted by the designation of critical habitat, the legally binding duty to avoid destruction or adverse modification of critical habitat rests squarely on the Federal agency. Furthermore, to the extent that non-Federal entities are indirectly impacted because they receive Federal assistance or participate in a voluntary Federal aid program, the Unfunded Mandates Reform Act would not apply, nor would critical habitat shift the costs of the large entitlement programs listed above onto State governments.

(2) We do not believe that this rule will significantly or uniquely affect small governments because the designation of critical habitat imposes no obligations on State or local governments. By definition, Federal

agencies are not considered small entities, although the activities they fund or permit may be proposed or carried out by small entities. Also, this rule would not produce a Federal mandate of \$100 million or greater in any year; that is, it is not a "significant regulatory action" under the Unfunded Mandates Reform Act. The FEA concludes incremental impacts may occur due to administrative costs of section 7 consultations; however, these are not expected to significantly affect small governments.

Consequently, we do not believe that this critical habitat designation will significantly or uniquely affect small government entities. As such, a Small Government Agency Plan is not required.

Takings—Executive Order 12630

In accordance with Executive Order 12630 (Government Actions and Interference with Constitutionally Protected Private Property Rights), we have analyzed the potential takings implications of designating critical habitat for the Buena Vista Lake shrew in a takings implications assessment. As discussed above, the designation of critical habitat affects only Federal actions. Although private parties that receive Federal funding, assistance, or require approval or authorization from a Federal agency for an action may be indirectly impacted by the designation of critical habitat, the legally binding duty to avoid destruction or adverse modification of critical habitat rests squarely on the Federal agency. The FEA has concluded that this critical habitat designation does not affect landowner actions that do not require Federal funding or permits, nor does it preclude development of habitat conservation programs or issuance of incidental take permits to permit actions that do require Federal funding or permits to go forward. The takings implications assessment concludes that this designation of critical habitat for the Buena Vista Lake shrew does not pose significant takings implications for lands within or affected by the designation.

Federalism—Executive Order 13132

In accordance with Executive Order 13132 (Federalism), this rule does not have significant federalism effects. A federalism impact summary statement is not required. In keeping with Department of the Interior and Department of Commerce policy, we specifically met with, requested information from, and coordinated development of this critical habitat designation with appropriate State

resource agencies in California. We did not receive comments from State agencies. The designation of critical habitat in areas currently occupied by the Buena Vista Lake shrew may impose nominal additional restrictions to those currently in place and, therefore, may have little incremental impact on State and local governments and their activities. The designation may have some benefit to these governments in that the areas that contain the physical or biological features essential to the conservation of the species are more clearly defined, and the elements of the features of the habitat necessary to the conservation of the species are specifically identified. This information does not alter where and what federally sponsored activities may occur. However, it may assist local governments in long-range planning (rather than having them wait for case-by-case section 7 consultations to occur).

Where State and local governments require approval or authorization from a Federal agency for actions that may affect critical habitat, consultation under section 7(a)(2) would be required. While non-Federal entities that receive Federal funding, assistance, or permits, or that otherwise require approval or authorization from a Federal agency for an action, may be indirectly impacted by the designation of critical habitat, the legally binding duty to avoid destruction or adverse modification of critical habitat rests squarely on the Federal agency.

Civil Justice Reform—Executive Order 12988

In accordance with Executive Order 12988 (Civil Justice Reform), the Office of the Solicitor has determined that the rule does not unduly burden the judicial system and that it meets the applicable standards set forth in sections 3(a) and 3(b)(2) of the Order. We are designating critical habitat in accordance with the provisions of the Act. To assist the public in understanding the habitat needs of the species, the rule identifies the elements of physical or biological features essential to the conservation of the Buena Vista Lake shrew. The designated areas of critical habitat are presented on maps, and the rule provides several options for the interested public to obtain more detailed location information, if desired.

Paperwork Reduction Act of 1995 (44 U.S.C. 3501 et seq.)

This rule does not contain any new collections of information that require approval by OMB under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501

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et seq.). This rule will not impose recordkeeping or reporting requirements on State or local governments, individuals, businesses, or organizations. An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

National Environmental Policy Act (42 U.S.C. 4321 et seq.)

It is our position that, outside the jurisdiction of the U.S. Court of Appeals for the Tenth Circuit, we do not need to prepare environmental analyses pursuant to the National Environmental Policy Act (NEPA; 42 U.S.C. 4321 et seq.) in connection with designating critical habitat under the Act. We published a notice outlining our reasons for this determination in the *Federal Register* on October 25, 1983 (48 FR 49244). This position was upheld by the U.S. Court of Appeals for the Ninth Circuit (*Douglas County v. Habbitt*, 48 F.3d 1495 (9th Cir. 1995), cert. denied 516 U.S. 1042 (1996)).

Government-to-Government Relationship With Tribes

In accordance with the President's memorandum of April 29, 1994 (Government-to-Government Relations with Native American Tribal Governments; 59 FR 22951), Executive Order 13175 (Consultation and Coordination With Indian Tribal Governments), and the Department of the Interior's manual at 512 DM 2, we readily acknowledge our responsibility to communicate meaningfully with recognized Federal Tribes on a government-to-government basis. In accordance with Secretarial Order 3206 of June 5, 1997 (American Indian Tribal Rights, Federal-Tribal Trust Responsibilities, and the Endangered Species Act), we readily acknowledge our responsibilities to work directly with tribes in developing programs for healthy ecosystems, to acknowledge that tribal lands are not subject to the same controls as Federal public lands, to remain sensitive to Indian culture, and to make information available to tribes.

We determined that there are no tribal lands occupied by the Buena Vista Lake shrew at the time of listing that contain the physical or biological features essential to conservation of the species, and no tribal lands unoccupied by the shrew that are essential for the conservation of the species. Therefore, we are not designating critical habitat for the shrew on tribal lands.

References Cited

A complete list of all references cited is available on the Internet at <http://www.regulations.gov> and upon request from the Sacramento Fish and Wildlife Office (see **FOR FURTHER INFORMATION CONTACT**).

Author(s)

The primary authors of this rulemaking are the staff members of the Sacramento Fish and Wildlife Office.

List of Subjects in 50 CFR Part 17

Endangered and threatened species, Exports, Imports, Reporting and recordkeeping requirements, Transportation.

Regulation Promulgation

Accordingly, we amend part 17, subchapter B of chapter I, title 50 of the Code of Federal Regulations, as set forth below:

PART 17—[AMENDED]

■ 1. The authority citation for part 17 continues to read as follows:

Authority: 16 U.S.C. 1361–1407; 1531–1544; 4201–4245; unless otherwise noted.

■ 2. In § 17.95, amend paragraph (a) by revising the entry for "Buena Vista Lake Shrew (*Sorex ornatus relictus*)", to read as follows:

§ 17.95 Critical habitat—fish and wildlife.

(a) Mammals.

■ Buena Vista Lake Shrew (*Sorex ornatus relictus*)

(1) Critical habitat units are depicted for Kings and Kern Counties, California, on the maps below.

(2) Within these areas, the primary constituent elements of the physical or

biological features essential to the conservation of the Buena Vista Lake shrew consist of permanent and intermittent riparian or wetland communities that contain:

(i) A complex vegetative structure with a thick cover of leaf litter or dense mats of low-lying vegetation. Associated plant species can include, but are not limited to, Fremont cottonwoods, willows, glasswort, wild-rye grass, and rush grass. Although moist soil in areas with an overstory of willows or cottonwoods appears to be favored, such overstory may not be essential.

(ii) Suitable moisture supplied by a shallow water table, irrigation, or proximity to permanent or semipermanent water.

(iii) A consistent and diverse supply of prey. Although the specific prey species used by the Buena Vista Lake shrew have not been identified, ornate shrews are known to eat a variety of terrestrial and aquatic invertebrates, including amphipods, slugs, and insects.

(3) Critical habitat does not include manmade structures (such as buildings, aqueducts, runways, roads, and other paved areas) and the land on which they are located existing within the legal boundaries on the effective date of this rule.

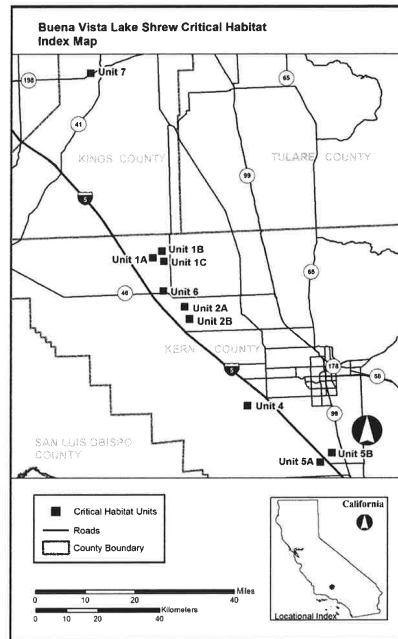
(4) *Critical habitat map units.* Data layers defining map units were created on a base of USGS 7.5' quadrangles, and critical habitat units were then mapped using Universal Transverse Mercator (UTM) coordinates. The maps in this entry, as modified by any accompanying regulatory text, establish the boundaries of the critical habitat designation. The coordinates or plot points or both on which each map is based are available to the public at <http://criticalhabitat.fws.gov/crittab/>, and at <http://www.regulations.gov> at Docket No. FWS–R8–ES–2009–0062, and at the field office responsible for this designation. You may obtain field office location information by contacting one of our regional offices, the addresses of which are listed at 50 CFR 2.2.

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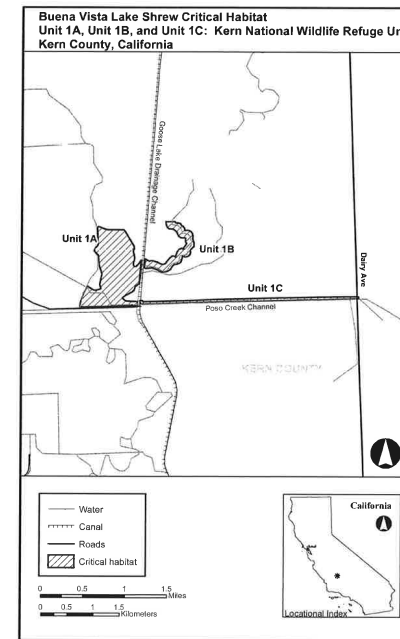
(5) Index map of Buena Vista Lake shrew critical habitat units follows:



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(6) Unit 1: Kern National Wildlife Refuge Unit, Kern County, California.

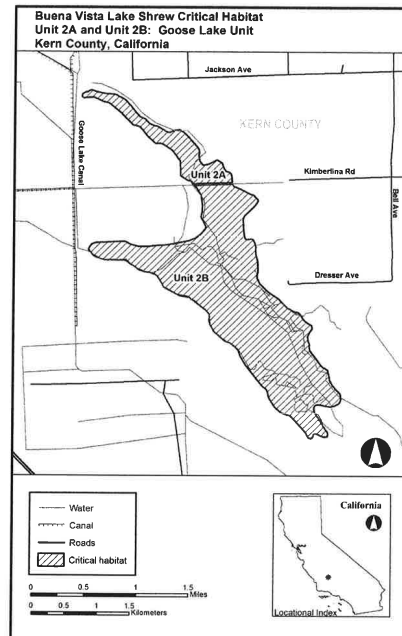
Note: Map of Unit 1, Kern National Wildlife Refuge Unit, follows:



Submission L001 (Christine Wilson, City of Shafter, January 16, 2018) - Continued

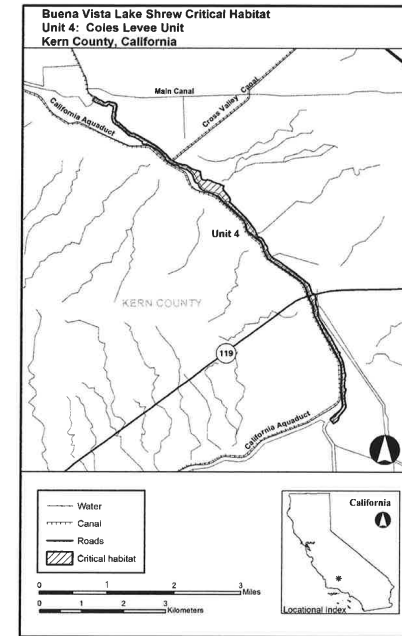
Federal Register / Vol. 78, No. 127 / Tuesday, July 2, 2013 / Rules and Regulations 39863

(7) Unit 2: Goose Lake Unit, Kern County, California. Note: Map of Unit 2, Goose Lake Unit, follows:



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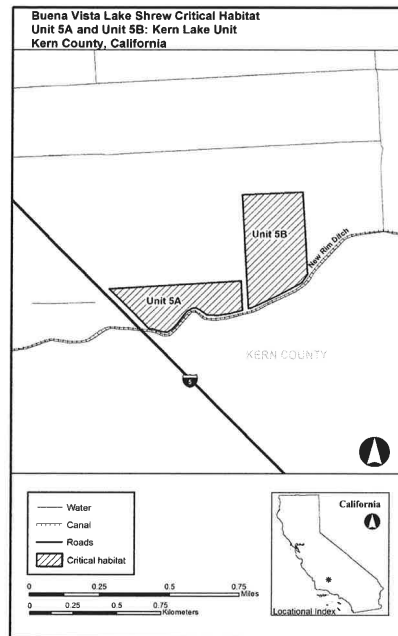
(8) Unit 4: Coles Levee Unit, Kern County, California. Note: Map of Unit 4, Coles Levee Unit, follows:



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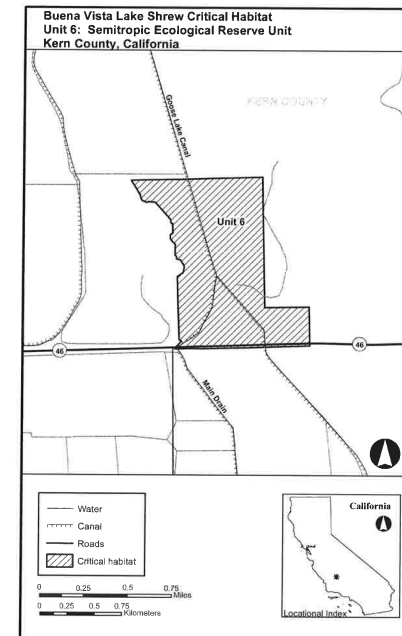
Federal Register / Vol. 78, No. 127 / Tuesday, July 2, 2013 / Rules and Regulations 39865

(9) Unit 5: Kern Lake Unit, Kern County, California. Note: Map of Unit 5, Kern Lake Unit, follows:



39866 Federal Register / Vol. 78, No. 127 / Tuesday, July 2, 2013 / Rules and Regulations

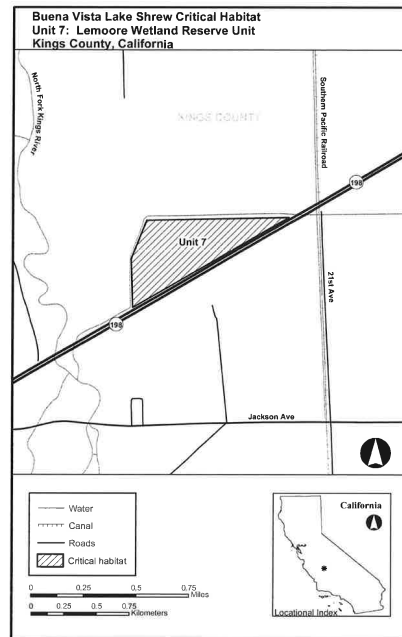
(10) Unit 6: Semitropic Ecological Reserve Unit, Kern County, California. Note: Map of Unit 6, Semitropic Ecological Reserve Unit, follows:



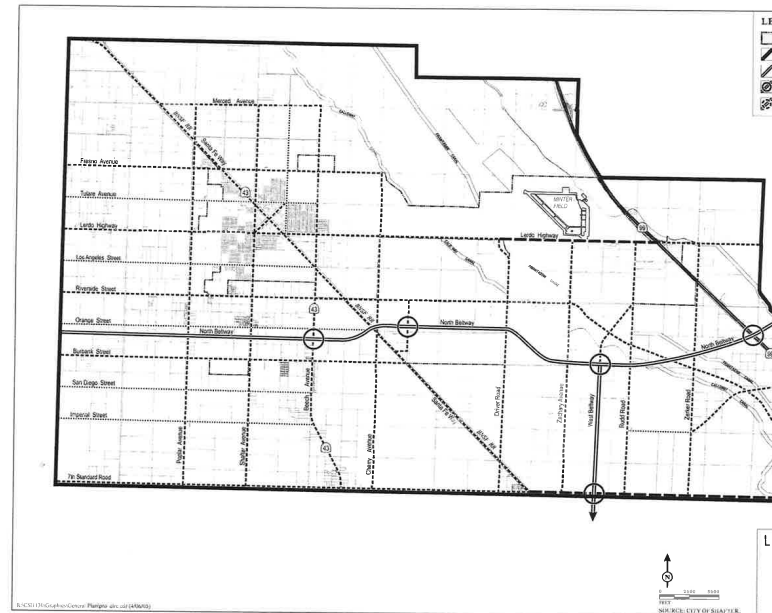
Submission L001 (Christine Wilson, City of Shafter, January 16, 2018) - Continued

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(11) Unit 7: Lemoore Wetland Reserve Unit, Kings County, California. Note: Map of Unit 7, Lemoore Wetland Reserve Unit, follows:



Dated: June 20, 2013.
Rachel Jacobson,
Principal Deputy Assistant Secretary for Fish
and Wildlife and Parks
[FR Doc. 2013-15586 Filed 7-1-13; 8:45 am]
BILLING CODE 4310-55-C





Response to Submission L001 (Christine Wilson, City of Shafter, January 16, 2018)

L001-1

Refer to Standard Response FB-LGA-Response-BIO-01: Mitigation Measures (Resources, Details and Phasing, Responsibilities and Future Planning).

The commenter indicates that mitigation measures must be fully enforceable through permit conditions, agreements or other legally binding instruments, such as Mitigation Monitoring and Reporting/Enforcement Plans. The commenter indicates that Appendix 2-G provides an MMEP. That MMEP is associated with the Fresno to Bakersfield Project approval in 2014. The commenter requests that the existing MMEP be amended to include the revised and additional measures applicable to the F-B LGA so they are fully enforceable and in compliance with CEQA.

The commenter questions the enforceability of the mitigation measures for the Supplemental EIR/EIS. The Draft Supplemental EIR/EIS mitigation measures are sufficient. CEQA requires the Authority to analyze the potential impacts of the HSR (specifically for the May 2014 Project and F-B LGA in the Draft Supplemental EIR/EIS) and identify enforceable mitigation for each significant effect of the project and to mitigate or avoid the significant effects on the environment by adopting feasible mitigation measures as part of the project (Public Resources Code Section 21001.2). NEPA requires that all relevant, reasonable mitigation measures are to be identified, even if they are outside the jurisdiction of the lead agency or the cooperating agencies, and thus would not be committed as part of the Record of Decision (RODs) of these agencies (40 C.F.R. 1502.16(h), 1505.2(c)). Based on CEQA and NEPA requirements, the Draft Supplemental EIR/EIS mitigation measures are sufficient.

Refer to Section 3.1 of the Draft Supplemental EIR/EIS which summarizes the Authority's and FRA's approach to avoid and minimize potential impacts of the F-B LGA through planning, and thoughtful design, informed by decisions made at the conclusion of the Statewide Program EIR/EIS process, including the adopted mitigation strategies. The Draft Supplemental EIR/EIS, throughout Chapter 3, summarizes mitigation measures for the HSR System and the Fresno to Bakersfield Section and as applicable mitigation measures are identified specifically for the F-B LGA, proposed station location, maintenance facilities, and power conveyance facilities. The NEPA Mitigation Monitoring and Enforcement Plan (MMEP) and CEQA Mitigation Monitoring and Reporting Program (MMRP) will be amended to include new F-B LGA mitigation

L001-1

measures as applicable or revised mitigation measures applicable to the F-B LGA.

L001-2

The commenter indicates that some of the mitigation measures, as written, are not enforceable. Specifically, the commenter cites N&V MM #3 on page 3.4-43 and N&V MM #4 on page 3.4-44 of the Draft Supplemental EIR/EIS.

The commenter questions the enforceability of the mitigation measures for the Draft Supplemental EIR/EIS. The Draft Supplemental EIR/EIS mitigation measures are sufficient. CEQA requires the Authority to analyze the potential impacts of the HSR (specifically for the May 2014 Project and F-B LGA in the Draft Supplemental EIR/EIS) and identify enforceable mitigation for each significant effect of the project and to mitigate or avoid the significant effects on the environment by adopting feasible mitigation measures as part of the project (Public Resources Code Section 21001.2). NEPA requires that all relevant, reasonable mitigation measures are to be identified, even if they are outside the jurisdiction of the lead agency or the cooperating agencies, and thus would not be committed as part of the Record of Decision (RODs) of these agencies (40 CFR 1502.16(h), 1505.2(c)). Based on CEQA and NEPA requirements, the Draft Supplemental EIR/EIS mitigation measures are sufficient.

Refer to Section 3.1 of the Draft Supplemental EIR/EIS which summarizes the Authority's and FRA's approach to avoid and minimize potential impacts of the F-B LGA through planning, and thoughtful design, informed by decisions they made at the conclusion of the Statewide Program EIR/EIS process, including the adopted mitigation strategies. The Draft Supplemental EIR/EIS, throughout Chapter 3, summarizes mitigation measures for the system-wide HSR and the Fresno to Bakersfield Section and as applicable mitigation measures are identified specifically for the F-B LGA, proposed station location, maintenance facilities, and power conveyance facilities. The NEPA MMEP and CEQA MMRP will be amended to include new F-B LGA mitigation measures as applicable or revised mitigation measures applicable to the F-B LGA.

The commenter suggests that the Draft Supplemental EIR/EIS has inappropriately deferred the identification of the detailed mitigation measures necessary to address the significant effects that may result from construction of the F-B LGA. The Draft

Response to Submission L001 (Christine Wilson, City of Shafter, January 16, 2018) - Continued

L001-2

Supplemental EIR/EIS does not defer development of specific mitigation measures to address impacts. In addition to the enforceable Impact Avoidance and Minimization Measures identified to avoid and minimize adverse impacts, the Draft Supplemental EIR/EIS provides an extensive set of enforceable mitigation measures to address impacts. In those cases, such as biological, noise impacts, and socioeconomic and communities impacts where the specific site for implementing a mitigation measures is not yet identified, the mitigation measures provide specific performance standards to be achieved. Performance standards establish specific measurable parameters that must be achieved by a mitigation measure. Under CEQA, where development of specific mitigation may rely upon information not yet available, an EIR may take a phased approach to the development of specific mitigation, provided that it has analyzed the impact and made a significance determination, commits to mitigation in the form of a mitigation measure for the significant effect, and specifies "performance standards which would mitigate the significant effect of the project and which may be accomplished in more than one specified way" (14 CCR 15126.4(a)(1)(b)). The same is true under NEPA. The EIS must discuss mitigation "in sufficient detail to ensure that environmental consequences have been fairly evaluated," but it is not necessary to formulate and adopt a complete mitigation plan (Robertson v. Methow Valley Citizens Council, 490 U.S. 332, 352 [1989]). The mitigation measures identified in the Draft Supplemental EIR/EIS meet these requirements.

Refer specifically to FB-LGA-Response-N&V-03 regarding mitigation for noise and vibration impacts, including the role of consultation with affected communities.

Consistent with the Authority's and FRA's practice for the Merced to Fresno Section EIR/EIS and the Fresno to Bakersfield Section Final EIR/EIS, it is anticipated that the lead agencies will adopt the mitigation measures identified in the Draft Supplemental EIR/EIS in conjunction with their decisions about the Fresno to Bakersfield Section as well as a monitoring plan. If the Authority and FRA approve the F-B LGA, the design/build contractor will reach a level of final design and, in conjunction with necessary permit requirements, the Authority will work closely with regulatory agencies and partner agencies to identify specific mitigation sites and how adopted mitigation measures with specific performance standards will be achieved. Specifically, the Authority will pursue necessary permits and approvals from other agencies, such as the

L001-2

U.S. Army Corps of Engineers (USACE) (Section 404 water quality permit) and California Department of Fish and Wildlife (CDFW) (Section 1600 et seq. streambed alteration agreement and Section 2081 incidental take permit), as described in Chapters 1 and 2 of the Draft Supplemental EIR/EIS. Such measures ensure the enforceability and success of the mitigation measures with performance standards.

L001-3

The commenter indicates that BIO-MM #57 and BIO-MM # 64 in the Supplemental EIR/EIS, as written, are not enforceable as consultation with other jurisdictions is required and the form of mitigation is not known.

The mitigation measures have been designed to mitigate impacts to biological resources and provide the necessary measures to implement such mitigation in coordination with agencies and local jurisdictions (refer to BIO-MM #57 and BIO-MM #64). With implementation of the MMEP, biological resources avoidance, minimization, and mitigation will be achieved. As an example, BIO-MM #57 includes the type of activities that would be implemented to mitigate impacts to biological resources (i.e., purchase credits from an agency-approved mitigation bank, permittee-responsible mitigation), coordination with USFWS and/or CDFW to ensure mitigation is in compliance with agency requirements, and how the mitigation would be approved (e.g., the Authority will submit a memorandum to the USFWS and/or CDFW to document compliance with the measure). Furthermore, Appendix B of the Supplemental Checkpoint C Summary Report (Supplemental Compensatory Mitigation Plan) provides additional detail specific to how compensatory mitigation requirements will be met, including proposed mitigation ratios and acreages based on previous consultation and negotiations with USFWS and CDFW, potential mitigation bank options, and proposed permittee-responsible mitigation properties. The USACE and USEPA provided concurrence with the Checkpoint C Summary Report prior to the circulation of the Draft Supplemental EIR/EIS, and the Authority and FRA have concluded Endangered Species Act Section 7 consultation with the USFWS.

As stated in BIO-MM #64, the Authority will compensate for impacts to naturally occurring native protected trees, landscape or ornamental protected trees in accordance

Response to Submission L001 (Christine Wilson, City of Shafter, January 16, 2018) - Continued

L001-3

with local regulatory agencies. The Authority acknowledges that local regulations allow for a number of potential mitigation opportunities that would be implemented under BIO-MM #64 (e.g., transplant directly affected protected trees, replace directly affected trees at a 3:1 ratio for native trees and 1:1 ratio for landscape/ornamental trees, and, contribute to tree-planting fund). The Authority will coordinate with the local jurisdiction to implement the most adequate mitigation and will submit a memorandum to the local agency to document compliance with such measures.

Refer to FB-LGA-Response-BIO-01 regarding mitigation for biological resources.

L001-4

The commenter indicates that SO-MM #4 and SO-MM #1 in the Draft Supplemental EIR/EIS, as written, are not enforceable.

The commenter questions the enforceability of the mitigation measures for the Draft Supplemental EIR/EIS. CEQA requires the Authority to analyze the potential impacts of the HSR (specifically for the May 2014 Project and F-B LGA in the Draft Supplemental EIR/EIS) and identify enforceable mitigation for each significant effect of the project and to mitigate or avoid the significant effects on the environment by adopting feasible mitigation measures as part of the project (Public Resources Code Section 21001.2). NEPA requires that all relevant, reasonable mitigation measures are to be identified, even if they are outside the jurisdiction of the lead agency or the cooperating agencies, and thus would not be committed as part of the Record of Decision (RODs) of these agencies (40 C.F.R. 1502.16(h), 1505.2(c)). Based on CEQA and NEPA requirements, the Draft Supplemental EIR/EIS mitigation measures are sufficient.

Refer to Section 3.1 of the Draft Supplemental EIR/EIS which summarizes the Authority's and FRA's approach to avoid and minimize potential impacts of the F-B LGA through planning, and thoughtful design, informed by decisions they made at the conclusion of the Statewide Program EIR/EIS process, including the adopted mitigation strategies. The Draft Supplemental EIR/EIS, throughout Chapter 3, summarizes mitigation measures for the system-wide HSR and the Fresno to Bakersfield Section and as applicable mitigation measures are identified specifically for the F-B LGA,

L001-4

proposed station location, maintenance facilities, and power conveyance facilities. The NEPA MMEP and CEQA MMRP will be amended to include new F-B LGA mitigation measures as applicable or revised mitigation measures applicable to the F-B LGA.

The commenter suggests that the Draft Supplemental EIR/EIS has inappropriately deferred the identification of the detailed mitigation measures necessary to address the significant effects that may result from construction of the F-B LGA. The Draft Supplemental EIR/EIS does not defer development of specific mitigation measures to address impacts. In addition to the Impact Avoidance and Minimization Measures identified to avoid and minimize adverse impacts, the Draft Supplemental EIR/EIS provides an extensive set of enforceable mitigation measures to address impacts. In those cases, such as biological, noise impacts, and socioeconomic and communities impacts where the specific site for implementing a mitigation measures is not yet identified, the mitigation measures provide specific performance standards to be achieved. Performance standards establish specific measurable parameters that must be achieved by a mitigation measure. Under CEQA, where development of specific mitigation may rely upon information not yet available, an EIR may take a phased approach to the development of specific mitigation, provided that it has analyzed the impact and made a significance determination, commits to mitigation in the form of a mitigation measure for the significant effect, and specifies "performance standards which would mitigate the significant effect of the project and which may be accomplished in more than one specified way" (14 CCR 15126.4(a)(1)(b)). The same is true under NEPA. The EIS must discuss mitigation "in sufficient detail to ensure that environmental consequences have been fairly evaluated," but it is not necessary to formulate and adopt a complete mitigation plan (Robertson v. Methow Valley Citizens Council, 490 U.S. 332, 352 [1989]). The mitigation measures identified in the Draft Supplemental EIR/EIS meet these requirements.

Specifically, SO-MM #4 will be effective because it will maintain access to farmland for farmers whose property is bisected (Draft Supplemental EIR/EIS, Section 3.12.6.1). SO-MM #1 is also effective, particularly in context with the avoidance and minimization measure SOCIO-IAMM#2 regarding relocation.

Consistent with the Authority's and FRA's practice for the Merced to Fresno Section

Response to Submission L001 (Christine Wilson, City of Shafter, January 16, 2018) - Continued

L001-4

EIR/EIS and the Fresno to Bakersfield Section Final EIR/EIS, it is anticipated that the lead agencies will adopt the mitigation measures identified in the Draft Supplemental EIR/EIS in conjunction with their decisions about the Fresno to Bakersfield Section as well as a monitoring plan. If the Authority and FRA approved the F-B LGA, the design/build contractor will reach a level of final design and, in conjunction with necessary permit requirements, the Authority will work closely with regulatory agencies and partner agencies to identify specific mitigation sites and how adopted mitigation measures with specific performance standards will be achieved. Specifically, the Authority will pursue necessary permits and approvals from other agencies, such as the U.S. Army Corps of Engineers (USACE) (Section 404 water quality permit) and California Department of Fish and Wildlife (CDFW) (Section 1600 et seq. streambed alteration agreement and Section 2081 incidental take permit), as described in Chapters 1 and 2 of the Draft Supplemental EIR/EIS. Such measures ensure the enforceability and success of the mitigation measures with performance standards.

L001-5

The commenter indicates that where the Authority has acknowledged that mitigation measures may cause residual significant effects, those effects are not disclosed as mandated by CEQA. The commenter provides N&V-MM #3 specifically as an example.

Section 3.4.6 of the Draft Supplemental EIR/EIS (pages 3.4-55 and 3.4-56) provides a discussion and analysis of potential residual significant effects that may occur due to implementation of N&V-MM #3. Specifically, the text describes potential residual effects to biological resources (wildlife corridors) and aesthetic/visual resources from implementation of N&V-MM #3. The Draft Supplemental EIR/EIS also discusses the potential for residual significant noise effects once installation of noise barriers occurs. If severe noise impacts would remain with the installation of the noise barriers prescribed in N&V-MM #3, noise measurements would be taken during the testing and certification phase of the HSR F-B LGA to determine whether sound insulation would reduce noise impacts in interior spaces to an acceptable level. If noise impacts would remain severe after the installation of sound insulation, then a noise easement would be negotiated with the property owner. As such, the Authority has provided analysis and has disclosed residual significant effects that could potentially occur due to mitigation measure

L001-5

implementation (specifically N&V-MM #3) per CEQA requirements.

Similar to what was provided in the Fresno to Bakersfield Section CEQA Findings of Fact and Statement of Overriding Considerations (Authority 2014; page 3-26), if the Authority finds that impacts cannot with certainty be avoided or reduced to a less-than-significant level even with the adoption of all feasible mitigation measures proposed in the Draft Supplemental EIR/EIS, in adopting these findings and mitigation measures, the Authority would also adopt a Statement of Overriding Considerations in compliance with CEQA Public Resources Code Section 21081 and State CEQA Guidelines Section 15093. The Statement of Overriding Considerations would describe the economic, social, and other benefits of the Preferred Alternative that will render these significant unavoidable environmental impacts acceptable.

L001-6

The commenter indicates that BIO-MM#66 violates CEQA by addressing potential significant impacts after project approval since the USFWS 2017 Biological Opinion for the Project does not address BVLOS south of Shafter.

The Authority will comply with Public Resources Code 21104.2, regarding agency consultation issues with respect to species issues (and Section 21104.2 regarding consultation generally). As such, the Project has initiated preparation of a supplemental Biological Assessment based on recent BVLOS site assessments that were conducted as part of the Draft Supplemental EIR/EIS. BIO-MM #66 is a mitigation measure from the Supplemental Biological Assessment, included in the Draft Supplemental EIR/EIS for comment and response by the public agencies with jurisdiction, including USFWS. Furthermore, BIO-MM #66 meets the requirements of CEQA in that it implements as mitigation measures applicable to the F-B LGA and the May 2014 Project measures contained in the 2017 USFWS Biological Opinion.

L001-7

The Beech Avenue/Los Angeles Avenue connection at SR 43 cannot remain open following implementation of the F-B LGA due to the requirement to grade separate the

Response to Submission L001 (Christine Wilson, City of Shafter, January 16, 2018) - Continued

L001-7

BNSF. The existing crossing is at the north end of the new switching lead and BNSF will not allow a crossing in this location. This is not a feasible mitigation measure. Safety is the Authority's highest priority in designing the HSR System. The HSR System will be designed in accordance with all applicable federally mandated safety laws and FRA implementing regulations, applicable state safety laws and regulations, and safety policies and procedures of other train systems as may be applicable, including those establishing clearance requirements for track separation, overpass structures, and similar matters. No revisions have been made to the Final Supplemental EIR in response to this comment.

L001-8

The commenter indicates that the Draft Supplemental EIR/EIS fails to adequately analyze project impacts associated with the F-B LGA since it has been analyzed under NEPA in terms of context, intensity, and duration rather than the use of intensity thresholds as provided in the Fresno to Bakersfield Section Final EIR/EIS for the other alternatives that were studied.

As stated in Title 40 C.F.R., Section 1508.27, to analyze whether environmental impacts would significantly affect the quality of the human environment, an environmental document must consider both context and intensity. Because the FRA had issued a Record of Decision for the Fresno to Bakersfield Section and because the FRA's decision document did not consider discrete segments of the Preferred Alternative, but rather the alignment as a whole, the Draft Supplemental EIR/EIS considers the same approach. Potential impacts are described for the May 2014 Project and the F-B LGA in terms of context, intensity, and duration, but conclusions determining intensity of the overall impacts are not made. The NEPA analysis presented in the Draft Supplemental EIR/EIS is consistent with requirements in 40 C.F.R Section 1502.14 and allows decision makers and the public to make an informed choice on which alignment (either the May 2014 Project or F-B LGA) is the Preferred Alternative for the segment of the Fresno to Bakersfield Section between Poplar Avenue and Oswell Street. While the NEPA analyses focus on the context and intensity of potential impact, the CEQA analyses provide significance conclusions for the impacts.

The commenter also indicates that the public would be better informed of F-B LGA

L001-8

impacts if technical studies for aesthetics and geology had been updated from the Fresno to Bakersfield Section Final EIR/EIS.

As described in Section 3.1 of the Draft Supplemental EIR/EIS (page 3.1-2) the Authority and FRA determined that several of the technical reports prepared for the Fresno to Bakersfield Section Final EIR/EIS contained sufficient detail and comparable regional analysis to use for the F-B LGA, and therefore, were not updated exclusively for the F-B LGA. Examples of technical reports from the Fresno to Bakersfield Section Final EIR/EIS that were not updated for the F-B LGA include: Aesthetics and Visual Resources; Geology, Soils, and Seismicity; Paleontological Resources; and, Geoarchaeological Investigation. Other technical reports (e.g., Air Quality Technical Report, Biological Assessment, Noise and Vibration Technical Report, Hazardous Materials and Wastes Technical Report, and the Transportation Technical Report) that were lacking information to complete a full analysis of the F-B LGA were updated as part of the Draft Supplemental EIR/EIS. Finally, the commenter makes a general suggestion that they were not provided a reasonable disclosure of the project's environmental impacts. Refer to Section 3.1 of the Draft Supplemental EIR/EIS, which summarizes the Authority's and FRA's approach to thoroughly analyzing the project's environmental effects, and to Chapter 8 of the Draft Supplemental EIR/EIS focusing on the comparison of alternatives.

L001-9

Although the Gossamer Grove Specific Plan area would be traversed by the F-B LGA alignment in the northeast corner, no homes, businesses, schools, parks, or other community facilities have been constructed in this area. As such, although the analysis discloses the Gossamer Grove Specific Plan (see Technical Appendix 3.13-A of the Draft Supplemental EIR/EIS) the analysis does not evaluate potential impacts to these properties. This approach is consistent with the methodology used for the Fresno to Bakersfield Section Final EIR/EIS and other sections of the HSR system.

The residential units in the Gossamer Grove community currently being developed are located more than 2,500 feet from the centerline of the proposed alignment, which is the limit of the study area for the noise analysis. The study area for noise was designed

Response to Submission L001 (Christine Wilson, City of Shafter, January 16, 2018) - Continued

L001-9

based on FRA guidance to capture all areas that may experience noise impacts. Therefore the new residences in the Gossamer Grove community are located far enough away that they are not anticipated to experience noise impacts.

The primary roadway that serves to access the Gossamer Grove community is 7th Standard Road. Section 3.2, Transportation, of the Draft Supplemental EIR/EIS evaluates traffic at the 7th Standard Road interchange with SR 99, which is where the road would cross the HSR alignment. As part of the HSR project, 7th Standard Road would be raised to cross over the HSR, and therefore circulation would not be adversely impacted. Therefore, the Gossamer Grove community is not anticipated to experience traffic and circulation impacts as a result of the HSR.

Commenter claims that the new homes in Gossamer Grove were not considered in the aesthetics analysis, and that there would be a significant aesthetic impact to the newly constructed units.

Section 3.16 in the Draft Supplemental EIR/EIS does not analyze the visual impact of HSR facilities on the Gossamer Grove Specific Plan area because this area was undeveloped agricultural land at the time of preparation of the environmental document. Currently, residential units in the Specific Plan area are being developed and are at least 2,500 feet from the centerline of the proposed alignment. This portion of the Specific Plan area is located outside of the visual resource study area analyzed in Section 3.16, which extends 0.5 mile from the alignment centerline in rural areas. However, planned development in Gossamer Grove would occur adjacent to the alignment. Therefore, page 3.16-17 in the Draft Supplemental EIR/EIS has been amended as follows to account for the visual character and viewer sensitivity of residential development in Gossamer Grove:

Viewers in the Rural San Joaquin Valley landscape unit are few, and viewer activities are predominantly work-oriented. Viewer sensitivity is moderate for motorists and moderately low for workers. However, scattered rural residents and planned suburban residential development in the Gossamer Grove Specific Plan area located within the 0.5-mile foreground distance have high visual sensitivity. Viewer exposure of rural residents in the valley varies primarily by distance because there is often little to screen

L001-9

or filter views. Overall, viewer exposure in the valley is moderated by a low density of viewers.

In addition, page 3.16-56 of the Draft Supplemental EIR/EIS has been amended as follows to discuss visual impacts to the Gossamer Grove area:

Although the overall number of residents in the Rural San Joaquin Valley landscape unit is small, they would have high viewer sensitivity to these visual effects. Planned suburban residential development in the Gossamer Grove Specific Plan area also would introduce residents with high viewer sensitivity adjacent to the HSR alignment near Verdugo Lane. A moderate decline in visual quality in an area with high viewer sensitivity would represent a significant impact under CEQA.

While future Gossamer Grove residents located within the visual resource study area would be highly sensitive to the F-B LGA's visual effects, the impact on residences in the Rural San Joaquin Valley Landscape Unit would remain significant. The response to this comment does not introduce substantial new information or identify a substantial increase in the severity of an environmental impact that cannot be reduced to a level of insignificance; therefore, recirculation is not required.

The commenter also stated that displacement of approximately 400 homes in the Gossamer Grove Specific Plan will also have a significant impact on Shafter's adopted 2015-2023 Housing Element.

The Gossamer Grove Specific Plan states, "*During the tentative map stage of design, the actual number of dwelling units allocated to a particular residential planning area may slightly differ from the numbers presented in Table 3-1. Up to 15% of the detached units in a particular planning area may be transferred to another detached planning area, provided that the maximum unit count for the Specific Plan as a whole does not exceed 3,432 units.*" Therefore, in the event that a parcel that has been identified in the Housing Element is proposed to be permanently converted as a result of the F-B LGA, the residential units could be allocated elsewhere in the Specific Plan area.

Response to Submission L001 (Christine Wilson, City of Shafter, January 16, 2018) - Continued

L001-10

The commenter states that the Draft Supplemental EIR/EIS fails to identify the Bakersfield BVLOS Habitat Management Plan and the potential impacts the Project could have on the plan as well as BVLOS. The commenter also references the USFWS 2017 Biological Opinion and indicates that it is not available on the USFWS website nor is it available as a Technical Appendix to Volume II of the Draft Supplemental EIR/EIS. The commenter also indicates that the USFWS 2017 Biological Opinion does not discuss BVLOS south of Shafter. The commenter concludes that based on the lack of information about the BVLOS in the Draft Supplemental EIR/EIS, CEQA requirements are not met.

The BVLOS Habitat Management Plan associated with the Kern Fan Water Recharge Area is not located in the biological resources study areas for the F-B LGA and May 2014 Project as the Recharge area is approximately 8 miles from the F-B LGA alignment and 5 miles from the May 2014 Project. As such, the Draft Supplemental EIR/EIS does not provide an analysis on potential effects to the Kern Fan Water Recharge Area or the Bakersfield BVLOS Habitat Management Plan due to the distance from the F-B LGA and May 2014 Project alignments.

The USFWS 2017 Biological Opinion is a permit and is not required as an appendix to the Draft Supplemental EIR/EIS as it is not part of the environmental document. The USFWS 2017 Biological Opinion can be requested from the USFWS Regional Office where the Fresno to Bakersfield Section of the HSR is located.

The Authority will comply with Public Resources Code 21104.2, regarding agency consultation with respect to species issues (and Section 21104.2 regarding consultation generally). As such, the Project has initiated preparation of a supplemental Biological Assessment based on recent BVLOS site assessments that were conducted as part of the Draft Supplemental EIR/EIS. Section 3.7 of the Draft Supplemental EIR/EIS provides a discussion of the BVLOS and includes mitigation measures (BIO-MM#66 and BIO-MM#67) to reduce impacts to the BVLOS.

L001-11

The commenter references planned roadways/planned roadway expansions located in

L001-11

rural agricultural areas. Although the HSR project is not required to be consistent with local plans, the Draft Supplemental EIR/EIS discloses the existence of Shafter's General Plan and evaluates the project's consistency with Shafter's General Plan in Technical Appendix 3.13-A of the Draft Supplemental EIR/EIS in order to provide a context for the HSR project. With respect to generalized concerns about roadway crossings, the Fresno to Bakersfield Final EIR/EIS and the Draft Supplemental EIR/EIS describe the Authority's evaluation of potential impacts to changes in vehicle movements and flow on highways and roadways, and approach to ensuring adequate traffic circulation following implementation of the project. For example, page 3.2-80 of the Fresno to Bakersfield Final EIR/EIS explains that road crossings in rural areas would occur approximately every two miles. See also page 3.2-54 of the Draft Supplemental EIR/EIS for a similar discussion. Specific information related to roadway segments and intersections, both in the City of Shafter and in Kern County, is further disclosed in the Supplemental EIR/EIS (see pages 3.2-54 – 60 of the Draft Supplemental EIR/EIS). The Authority has consulted with the City of Shafter extensively, including through Technical Working Group meetings, as the roadway crossing locations and specific design of roadway crossings have been developed. The minutes of each Technical Working Group meeting are available for review.

L001-12

The Draft Supplemental EIR/EIS evaluates a Maintenance of Infrastructure Facility (MOIF) for both the May 2014 Project and the F-B LGA, as described in Chapter 2 of the Draft Supplemental EIR/EIS. Year 2035 traffic projections in the City of Shafter were developed using the Kern Council of Governments (COG) Travel Demand Model, which takes into account all land uses (residential/non-residential) to be constructed by year 2035. This includes residential uses planned in and around the proposed MOIF, as well as the uses proposed in the Gossamer Grove Specific Plan. With respect to other issues raised by the commenter regarding impacts of the MOIF, no residences appear to have been constructed in the areas adjacent to the MOIF, notwithstanding any applicable General Plan land use designations. Thus, the analysis does not evaluate potential impacts to these properties, although the analysis discloses Shafter's General Plan. (Refer to Technical Appendix 3.13-A of the Draft Supplemental EIR/EIS.) No revisions have been made to the Final Supplemental EIR in response to this comment. Finally, the Draft Supplemental EIR/EIS includes in Section 3.19 a thorough treatment of

Response to Submission L001 (Christine Wilson, City of Shafter, January 16, 2018) - Continued

L001-12

cumulative impacts that discusses the Gossamer Grove development, along with the growth of the cities of Shafter and Bakersfield as reflected in their General Plans.

L001-13

The commenter states that the CHSRA has no local land use authority to require or implement such "anticipated densification" for any Project station location. As such, the transportation, air quality, greenhouse gas emissions, land use, water supply issues, housing, utilities, and public services significant impacts that will result from unplanned induced growth could not be mitigated by the Project.

While the commenter's assertion regarding CHSRA's local land use authority is correct, as noted on page 3.18-17 of the Draft Supplemental EIR/EIS, the densification pattern is likely to emerge in the vicinity of HSR stations under regular market forces, consistent with the Metropolitan Bakersfield General Plan and KCOG RTP/SCS. As with the May 2014 Project, the F-B LGA would not meaningfully induce substantial population growth beyond that already projected for the region, and would, therefore, be consistent with regional growth management plans.

As noted on page 3.18-14 of the Draft Supplemental EIR/EIS, the Cambridge Systematics study evaluated current land use trends that would likely change with the presence of the HSR system, which is expected to result in additional population and employment near stations and to indirectly influence the regional development pattern. The research conducted found that market forces and complementary, regulatory-style efforts by other cities to encourage increased density and a mix of land uses near rail stations have been effective in attracting higher-density development. Operation of the HSR system would encourage increased densities that would result in compact urban development around the HSR stations, and would consolidate currently projected growth and new regional employment and population around these stations.

Compared to the No Project Alternative examined in the Fresno to Bakersfield Section Final EIR/ EIS, operation of the HSR system would encourage more compact, efficient land use in the region by serving as an economic driver for higher-density infill development around downtown HSR stations. These effects would support anticipated regional land use policies consistent with the Sustainable Communities and Climate

L001-13

Protection Act of 2008 (Senate Bill 375), which aims to reduce greenhouse gas emissions from automobiles and light trucks through transit-oriented design, and would assist communities in realizing goals set out in the regional transportation plans developed under Senate Bill 375.

The commenter also states that the HSR's projected induced growth of 45,978 people in Kern County exceeds the 2035 projections. The commenter states that it cannot be assumed that growth in an area is of little significance to the environment per CEQA Guidelines Section 15126.2(d).

Per, CEQA Guidelines Section 15126.2(d), which require that a project EIR discuss the ways in which the proposed project could foster economic or population growth, or construction of additional housing, either directly or indirectly, in the surrounding environment, Section 3.18 of the Draft Supplemental EIR/EIS provides a complete evaluation of growth inducing impacts. Specifically, in regard to the increased population of 45,978, which represents a 3 percent increase in Kern County's population over the No Project Alternative, page 3.18-13 of the Draft Supplemental EIR/EIS discusses this increase in the context of the overall population increase projected under the No Project scenario from Existing, which is a 76.1 percent increase between 2010 and 2035. This section concluded that although operation of the HSR system would attract some new residents to the region, it would not lead to a wholesale shift in residential locations from the Bay Area and Los Angeles into the Central Valley, and any interregional shifts in residential locations are expected to be a small portion of the growth expected for the region. Furthermore, the projected increase in populations of 3 percent in the County would be consistent with regional growth management plans, as noted above.

Submission L002 (Karen King, Golden Empire Transit, December 29, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #231 DETAIL

Status : Action Pending
Record Date : 1/2/2018
Response Requested :
Affiliation Type : Local Agency
Interest As : Local Agency
Submission Date : 12/29/2017
Submission Method : Project Email
First Name : Karen
Last Name : King
Professional Title :
Business/Organization :
Address : 1830 Golden State Avenue
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93301-1012
Telephone : 661-324-9874
Email : kking@getbus.org
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :
 Please see attached comments.
EIR/EIS Comment : Yes
Official Comment Period : Yes
Attachments : 231_King_email_122917_Original.pdf (1 mb)

To: California High Speed Rail Authority
From: Karen H. King, CEO, Golden Empire Transit District
Date: December 28, 2017
Subject: Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS Comment

Thank you for the opportunity to comment on the Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS. Prior to 2014, Golden Empire Transit District (GET) in Bakersfield had no opposition to the California High Speed Rail Project. Our only concern was that the station design and access accommodate intermodal transfers from the train to local bus service. While we are still concerned about that access to transit, our focus has shifted to the new alignment, the Locally Generated Alternative, which has been proposed and studied in the Supplemental EIR/EIS.

The Fresno to Bakersfield Locally Generated Alternative (LGA) locates the Bakersfield station at F Street and State Route 204 where GET's present maintenance and operations facility is located. In 2013 and 2014 GET designed a new maintenance and operations facility to be located on vacant property owned by the District and adjacent to its existing facilities. Approximately \$2 million was expended in this effort. The project was in its final construction drawing preparation phase when it was put on hold due to the agreement of the California High Speed Rail Authority (CHSRA) to study the LGA, which passes through GET's property. As a result, GET has missed its opportunity to move into new state of the art facilities for maintaining and operating its transit fleet. Considerable resources have been subsequently expended on the existing facilities to make them useable for existing operations. Now the LGA appears to be the preferred alternative, GET has significant sunk costs for which we believe we are entitled to be compensated.

In discussions with the CHSRA in 2015, 2016 and 2017, GET was led to believe that the CHSRA could and would acquire GET's property once the Draft SEIR/EIS was released. We are prepared for that to happen immediately so that we may move forward with rebuilding and relocating our operations. We have compiled the following list of costs for which we believe we should be compensated:

1. Replacement of our maintenance and operations facility as planned for expansion
2. Compensation for number one should be in year of construction dollars
3. Purchase of new property
4. Relocation costs
5. presently conceived new facility
6. Legal costs
7. Costs of making improvements to the existing facility to extend its useful life, including, but not limited to:
 - a. Repiping facilities
 - b. Adding modular buildings to add office space
 - c. Adding septic facilities
 - d. Adding parking facilities

1830 Golden State Avenue - Bakersfield, California 93301-1012 phone (661) 324-9874 fax (661) 869-6394 www.getbus.org

Submission L002 (Karen King, Golden Empire Transit, December 29, 2017) - Continued

Golden Empire Transit District
Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS Comment
Page 2 of 3

- L002-1
- e. Reroofing the administration building
 - f. Repaving the parking lot
 - g. Adding maintenance bays to accommodate 45 foot buses
 - h. New paint booth
 - i. New bus wash
 - 8. Lost opportunity for implementing BRT because we cannot service 60 foot buses at existing facility
 - 9. Cost of leasing office space or adding additional temporary buildings to accommodate staff growth
 - 10. Lost value of CNG station upgrade that was recently completed
 - 11. Replacement of newer shop equipment (e.g. hoists) that was going to be transferred into the new facility
 - 12. Lost federal grants that were funds programmed for the new facility
 - 13. Lost revenue because we can't expand service because we can't expand fleet
 - 14. Potential increase in operating costs if the new facility location is not as efficient as this location
 - 15. Replacement of the CNG fuel equipment and station
 - 16. Potential demo/abatement of existing structures on new property
 - 17. Depending on the new site location, increased operational costs because of the distance to/from the existing routes
 - 18. Public Outreach expenses to inform and promote GET services from the new location, i.e. quality of services will not change/be reduced because of facilities relocation, etc.
 - 19. Costs for new environmental studies of a new site
 - 20. Potential environmental mitigation requirements of the project for a new site
 - 21. Cost of workplace inefficiencies for having GET staff working from multiple temporary trailers and /or leased office spaces
 - 22. Change management costs for the operational transition and training of staff into a new campus facility
 - 23. New site utilities supply/access, i.e. natural gas supply (approximately 400 psi), power requirements (240-480 volt) for compression operations, water
 - 24. New site security costs
 - 25. Potential current location de-valuation, (CHSRA and GET negotiations)
 - 26. Loss of Federal Transit Administration appropriations funding caused by CHSRA alignment determination delays, (unable to obligate funding for new projects due to site changes)

L002-2 GET respectfully requests action on the part of the CHSRA to initiate acquisition of the District's property immediately so that we may resolve our maintenance and operations facility issues efficiently and effectively.

L002-3 Regarding the station area design, GET continues to be concerned that station design adequately consider public transit access and egress as well as through put to facilitate intermodal transfer from the high speed trains to local public transit. The station area design should also not impede the smooth operations of local transit in the downtown area for those routes not serving the F Street station directly. The SEIR/EIS discusses transit connection between the F Street station and the Amtrak Station and a downtown circulator service. It does not, however, articulate how these services would be funded or who would operate them.

L002-4

Golden Empire Transit District
Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS Comment
Page 3 of 3

L002-5 Golden Empire Transit District and Kern Council of Governments Metropolitan Bakersfield Transit System Long-Range Plan (2012) calls for the implementation of Bus Rapid Transit on Chester Avenue by 2020. Because of GET's new maintenance and operations facility delay, implementation of BRT on Chester Ave. will be delayed beyond that 2020 period. The BRT is a GET project, not a City of Bakersfield project as identified in the SEIR/EIS. Should the BRT be implemented before the high speed train station is developed, it will be important that the station construction not disrupt the BRT service and that the design of the Chester Street access to the station not interfere with the BRT alignment and operation.

L002-7 GET is anxious to get a resolve to its facility issues. The three years it has taken to prepare the SEIR/EIS for the LGA has had a negative impact on the District, our facilities and our plans for the future. It has also put the District at risk of losing federal grant funds from the Federal Transit Administration that were programmed to be used for certain construction aspects of a new maintenance and operations facility. GET urges the CHSRA to honor its commitment to early acquisition of GET's

Response to Submission L002 (Karen King, Golden Empire Transit, December 29, 2017)

L002-1

The commenter has compiled a list of items for which Golden Empire Transit (GET) are requesting compensation. The list includes items such as purchase, build, and move to a new facility as well as temporary upkeep of current facility.

The Authority would acquire the land of property owners whose land is directly affected by the project in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. sec. 4601 et seq.) (Uniform Act). The Uniform Act establishes minimum standards for treatment and compensation of individuals whose real property is acquired for a federally funded project. For more information on the Uniform Act, see Appendix 3.12-A of the Fresno to Bakersfield Section Final EIR/EIS and FB-Response-SO-01 of the Fresno to Bakersfield Section Final EIR/EIS. Information about acquisition, compensation, and relocation assistance is also available on the Authority's website, please see, Your Property, Your High-Speed Rail Project (Authority 2013).

If the facility is acquired, coordination with GET will comply with SO-MM#3, found in Section 3.12.6.2 of the Draft Supplemental EIR/EIS. The measure states:

The Authority will minimize impacts resulting from the disruption to key community facilities. [...] The Authority will consult with the appropriate respective parties before land acquisition to assess potential opportunities to reconfigure land use and buildings and/or relocate affected facilities, as necessary, to minimize the disruption of facility activities and services, and also to ensure relocation that allows the community currently served to continue to access these services. Because many of these community facilities are located in Hispanic communities, the Authority will continue to implement a comprehensive Spanish-language outreach program for these communities as land acquisition begins. This program will facilitate the identification of approaches that would maintain continuity of operation and allow space and access for the types of services currently provided and planned for these facilities. Also, to avoid disruption to these community amenities, the Authority will ensure that all reconfiguring of land uses or buildings, or relocating of community facilities is completed before the demolition of any existing structures.

L002-2

The Authority acknowledges GET's planning and funding challenges resulting from the consideration of the F-B LGA. Consistent with the requirements of the Uniform Relocation Act, if the F-B LGA is approved, the Authority is committed to continuing to work closely and proactively with GET to facilitate GET's ability to plan ahead and address issues of concern related to right-of-way acquisition.

Right-of-way acquisition is scheduled to begin in late 2018. The Authority will continue to make every effort to coordinate with GET to minimize the disruption of GET facility activities and services. The Authority's relocation assistance documents in Appendix 3.12-A of the Fresno to Bakersfield Section Final EIR/EIS, available on the Authority's website, outline compensation and acquisition procedures in detail.

L002-3

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station.

The traffic flow in and out of the station was developed based on select zone runs developed for the project using the KernCOG Travel Demand Model. Where impacts to traffic flows were identified, mitigation measures are provided to address these impacts. Internal circulation within the site was not analyzed consistent with the methodology followed in the Fresno to Bakersfield Section Final EIR/EIS. However, as described in Chapter 2, F-B LGA Description, of the Draft Supplemental EIR/EIS, the design of the circulation network around the F Street Station would be organized to maximize separation of flows of private vehicle and public transit circulation to reduce delays of public transit caused by traffic congestion. The existing transit center to the east of F Street, where a future bus rapid transit line would be constructed, would also be connected to the primary building of the F Street Station with a dedicated bike/pedestrian walkway that is grade-separated at F Street. These features are examples of how the station design considers public transit access/egress and throughput to facilitate transfer from HSR trains to other modes of transport. Also, as described in Section 3.13, Station Planning, Land Use and Development, the F Street Station would be designed as a multi-modal transportation hub that would maximize intermodal transportation opportunities, meeting overall project objectives consistent

Response to Submission L002 (Karen King, Golden Empire Transit, December 29, 2017) - Continued

L002-3

with the voter-approved Proposition 1A.

Avoidance and Minimization Measure TRA-AM#7, Maintenance of Public Transit Access and Routes, requires that the Authority coordinate with the appropriate transit jurisdiction prior to limiting access during the construction phase of the project. Potential actions that would impact access to transit include, but are not limited to, relocating or removing bus stops, limiting access to bus stops or transfer facilities, or otherwise restricting or constraining public transit operations. Public transit access and routing will be maintained during construction, where feasible, through implementation of this measure.

Finally, FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, provides additional information regarding the Authority's HST Station Area Development: General Principles and Guidelines (2011), which call for transit accessibility and proximity to transit corridors in the selection and design of the HSR stations. The response also describes the ongoing Station Area planning process being undertaken by the City of Bakersfield, which would link the F Street Station to the rest of the downtown area including through multimodal connectivity.

No revisions to the Final Supplemental EIR have been made in response to this comment.

L002-4

The City of Bakersfield Making Downtown Bakersfield Vision Plan (May 2018; Vision Plan), available on the City's website, illustrates the City's plan for the revitalization of Downtown Bakersfield in conjunction with the Bakersfield HSR Station. The City's mass transit vision is included in Section 3.4 of the Vision Plan, and contains additional information pertaining to the proposed Bus Rapid Transit upgrades, circulator shuttle, and new mobility hubs. The City's phased development strategy, included in Chapter 4 of the Vision Plan, addresses possible funding sources.

L002-5

The Authority acknowledges the delay in the implementation of Golden Empire Transit's Bus Rapid Transit (BRT) Project. The commenter suggests that the Supplemental

L002-5

EIR/EIS identifies the BRT as a City of Bakersfield project. The reference to BRT is on page 3.13-15 of the Draft Supplemental EIR/EIS. City of Bakersfield Planning Director Jacqui Kitchen is cited as the source of this information, though the BRT project is not listed as a City project. Text clarifying that BRT is a GET project has been added to Section 3.13, Station Planning, Land Use, and Development. Refer to Chapter 16 of this Final Supplemental EIR.

L002-6

Per Avoidance and Minimization Measure TRA-AM#7, Maintenance of Public Transit Access and Routes, in Section 3.2.5 of the Draft Supplemental EIR/EIS, should construction of the station interfere with BRT service, the Authority will work with GET to identify temporary, alternate routes for safe and efficient operation of the BRT service.

L002-7

The Authority acknowledges GET's planning and funding challenges resulting from the consideration of the F-B LGA. Consistent with the requirements of the Uniform Relocation Act, if the F-B LGA is approved, the Authority is committed to continuing to work closely and proactively with GET to facilitate GET's ability to plan ahead and address issues of concern related to right-of-way acquisition.

Right-of-way acquisition is scheduled to begin in late 2018. The Authority will continue to make every effort to coordinate with GET to minimize the disruption of GET facility activities and services. The Authority's relocation assistance documents in Appendix 3.12-A of the Fresno to Bakersfield Section Final EIR/EIS, available on the Authority's website, outline compensation and acquisition procedures in detail.

Submission L003 (Paul Candelaria, Kern County Public Works, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #338 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Local Agency
Interest As : Local Agency
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Paul
Last Name : Candelaria
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone : 661-862-8869
Email : paulc@kerncounty.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

To Whom It May Concern,

Please see the attached PDF for comments on the Draft Supplemental EIR/EIS.

Thank you,

Paul Candelaria
Engineer III
Kern County Public Works Department.

Building & Development Division
(661) 862-8869 Direct
(661) 862-8851 Fax

paulc@kerncounty.com

EIR/EIS Comment :
Official Comment Period :
Attachments : 338_KernCountyPublicWorksDept_email_011618_Attachment.pdf (104 kb)

**KERN COUNTY
PUBLIC WORKS DEPARTMENT
CRAIG M. POPE, P.E., DIRECTOR**

ADMINISTRATION & ENGINEERING
BUILDING & DEVELOPMENT
FINANCE
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2700 "M" STREET, SUITE 400
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January 16, 2018

Fresno to Bakersfield Project
Section Draft Supplemental
EIR/EIS Comment
770 L Street, Suite 600
Sacramento, CA 95814

Subject: California High Speed Rail – Fresno to Bakersfield Section Supplemental EIR/EIS

To Whom It May Concern,

This department has reviewed the Draft Supplemental Environmental Impact Report/Environmental Impact Statement and Analysis of the Comparable Section and has the following comments:

- 1) Regarding the timeframe given to review the DEIR/EIS and the time of availability. Additional time to review a project of this magnitude would have been appreciated, especially considering the time of the year i.e. - holidays.
- 2) The Environmental Footprint of the project should not be restricted as part of this review since the final design is not complete and could not be adequately reviewed within the limited comment period as noted above. Additional comments should be able to be made during each stage of design.
- 3) Per Appendix 3.19-B; Table B-2 Planned Transportation Projects – Kern County, page 3.19-B-4. T#9 needs to be revised. Landco Drive north of Hageman Road is a local road.
- 4) Appendix 8-A; Table 8-A-1 Transportation Impact Comparison between the May 2014 Project and F-B LGA, page 8-A-14. Column May 2014 Project lists 1 intersection would experience significant impact. Yet the paragraph following states 11. Please review and revise.
- 5) Under the section 3.2 Transportation, please take a look at the tables from page 3.2-27 thru 3.2-62 and make sure the roadway segments and intersection numbers match. For instance, on page 3.2-32 Table 3.2-8 Existing Conditions and page 3.2-59 Table 3.2-23 (2035) Plus Project. The intersection numbers do not match. This is very confusing.
- 6) Section 3.2 Transportation; Table 3.2-13 Year 2035 No Project Intersections Operating at Levels-of-Service E or F - Kern County. Please explain how the intersection of Olive Drive and Knudsen Drive not make the list.

L003-1

L003-2

Submission L003 (Paul Candelaria, Kern County Public Works, January 16, 2018) - Continued

L003-3 | 7) Section 3.2 Transportation, page 3.2-55 after Table 3.2-18. Please revise, Error! Not a valid bookmark self-reference.

Comments for design layout of Plans

L003-4 | 8) Consider eliminating the Golden State Highway connection to 7th Standard Road and improve the intersection of Snow Road at Golden State Highway. This would also allow for improvement of the on/off-ramps at that location.

9) The Design Speed on 7th Standard Road should be at least 45 mph.

10) The 7th Standard bridge width over the railroad and State Route 99 should be Arterial width.

11) The raised median should be at least 14 feet, but at Arterial intersections, similar to Coffee Road, the median should follow Kern County Development Standards, Plate number R35.

12) Design elements will need to be dealt with later.

Thank you for the opportunity to comment on this project. If you have any questions or comments, please contact me at this department.

Sincerely,



Paul Candelaria

Response to Submission L003 (Paul Candelaria, Kern County Public Works, January 16, 2018)

L003-1

The commenter indicates that the timeframe given to review the Draft Supplemental EIR/EIS and its availability was not adequate and indicates additional review time would have been appreciated. The commenter also indicates that the Environmental Footprint of the Project should not be restricted as part of this review since the final design is not complete. The commenter indicates that additional comment opportunities should be made during each stage of design. The Fresno to Bakersfield Section Draft Supplemental EIR/EIS was circulated for 60 days as required by CEQA (CEQA Guidelines §15080-15088).

In accordance with CEQA, the Draft Supplemental EIR/EIS was circulated for 60 days. The CEQA Guidelines provide:

"The public review period for a draft EIR shall not be less than 30 days nor should it be longer than 60 days except under unusual circumstances. When a draft EIR is submitted to the State Clearinghouse for review by state agencies, the public review period shall not be less than 45 days, unless a shorter period, not less than 30 days, is approved by the State Clearinghouse" (14 C.C.R. 15105).

Likewise, Section 13(c)(9) of the FRA Procedures for Considering Environmental Impacts provides:

"The draft EIS shall be made available for public and agency comment for at least 45 days from the Friday following the week the draft EIS was received by EPA. The time period for comments on the draft EIS shall be specified in a prominent place in the document, but comments received after the stated time period expires should be considered to the extent possible" (64 FR 101, page 28545, May 26, 1999).

The Authority and FRA believe the time provided was sufficient for the public to review and provide comments on the Draft Supplemental EIR/EIS. A formal public hearing was held in Bakersfield on December 19, 2017, at which written and verbal comments were accepted on the Draft Supplemental EIR/EIS.

Per the requirements set out by the CEQA Guidelines 15086 and 15087, the Authority and FRA provided widespread notice of the availability of the Draft Supplemental

L003-1

EIR/EIS to ensure that members of the public and local, state and federal agencies had the opportunity to review and provide comments. The Authority and FRA provided broad notice of the availability of the Draft Supplemental EIR/EIS in the following ways: by mailing a notice to all individuals/organizations that have requested notice in writing; AND publication in newspaper(s) of general circulation; by directing mailing to owners/occupants of property within 300 feet of the F-B LGA footprint and the May 2014 Project footprint; via direct mailing to agencies, elected officials, tribes, etc.; via direct mailing to all on the project mailing list; by submitting copies to State Clearinghouse for state agency review; and via publication in the federal register. The Authority and FRA provided access to the Draft Supplemental EIR/EIS in the following ways: the entire Draft Supplemental EIR/EIS, Volumes I through III, were made available on the Authority's website; CDs containing these documents were made available to anyone who requested them (in writing), free of charge; and by making CDs and printed copies available in public libraries in the vicinity of the affected alignments and the Authority offices. The Authority and FRA facilitated awareness of the availability of the Draft Supplemental EIR/EIS in the following ways: by providing information during monthly agency meetings and regular consultations; by holding general public meetings as well as individual meetings with stakeholders; by holding a public meeting; and by using mailed announcements.

Chapter 10 of the Draft Supplemental EIR/EIS lists the agencies, Native American tribes, elected officials, and organizations and businesses that were provided mailed notice of the availability of the document. Between November 3 and November 9, 2017, the Authority published a press release in all major newspapers in the area advising the public of the availability of the Draft Supplemental EIR/EIS on the Authority's website. The Authority used the County Assessors' rolls in Kern County to identify and provide notice to owners of land affected or within a 300-foot buffer of the May 2014 Project and F-B LGA rights-of-way property acquisition.

The public was given the opportunity to comment in any of several ways. Comments could be submitted to the Authority and FRA by card or letter (including cards and letters submitted at the public hearing), verbally at the public hearing, and by means of e-mail. The Authority and FRA have considered comments received after January 16, 2018 on the Draft Supplemental EIR/EIS. These comments are reproduced here in Chapters 20

Response to Submission L003 (Paul Candelaria, Kern County Public Works, January 16, 2018) - Continued

L003-1

through 26 of this Final Supplemental EIR. Approximately 290 submission letters (a submission letter by an individual or organization could consist of one or multiple comments) were submitted on the Draft Supplemental EIR/EIS. These submissions were provided via e-mail, via mailed letters, and via the Authority's website.

Refer to Section 3.1 of the Draft Supplemental EIR/EIS (pages 3.1-5 and 3.1-6) for a description of the resource study areas evaluated for the F-B LGA analysis. The specific study areas applicable to the resource topics are also defined in the following sections:

- 3.2 Transportation (Section 3.2.3)
- 3.3 Air Quality and Global Climate Change (Section 3.3.3)
- 3.4 Noise and Vibration (Section 3.4.2)
- 3.5 Electromagnetic Fields and Electromagnetic Interference (Section 3.5.2.3)
- 3.6 Public Utilities and Energy (Section 3.6.3)
- 3.7 Biological Resources and Wetlands (Section 3.7.2.3)
- 3.8 Hydrology and Water Resources (Section 3.8.2.2)
- 3.9 Geology, Soils, Seismicity, and Paleontological Resources (Section 3.9.2)
- 3.10 Hazardous Materials and Wastes (Section 3.10.2.1)
- 3.11 Safety and Security (Section 3.11.2.3)
- 3.12 Socioeconomics and Communities (Sections 3.12.3.1 and 3.12.3.2)
- 3.13 Station Planning, Land Use and Development (Section 3.13.2)
- 3.14 Agricultural Land (Section 3.14.3)
- 3.15 Parks, Recreation and Open Space (Section 3.15.2)
- 3.16 Aesthetics and Visual Resources (Section 3.16.2)
- 3.17 Cultural Resources (Section 3.17.2.1)
- 3.18 Regional Growth (Section 3.18.2.1)
- 3.19 Cumulative Impacts (Section 3.19.2)
- Chapter 4 Section 4(f)/6(f) Evaluation (Section 4.2.2.1)
- Chapter 5 Environmental Justice (Section 5.4.1)

L003-2

The suggested corrections have been reviewed and Appendix 3.19-B has been revised as appropriate. Refer to Chapter 16 of this Final Supplemental EIR.

L003-2

Table 8-A-1 lists one study intersection that would have significant impacts during the Construction Period, but eleven intersections that would experience a significant impact under Future (Year 2035) with Project Conditions (operational). In the paragraph below, the summary specifies that in the Bakersfield station area, the May 2014 Project would have significant impacts on eleven study intersections, while the F-B LGA would have significant impacts on nine study intersections. The text and table have not been changed.

Pages 3.2-27 through 3.2-62 were reviewed, and no mismatched numbers were found.

Table 3.2-13 shows intersections evaluated in Kern County. Olive Drive and Knudsen Avenue was evaluated as part of the Station Area analysis and is included in Table 3.2-16.

The requested changes would not materially change the findings of the assessment or add new information required to inform the decision makers and as such the requested change has not been made.

L003-3

The error message included under Impact TR#11 has been corrected. Refer to Chapter 16 of this Final Supplemental EIR.

L003-4

8) The FB-LGA represents Preliminary Engineering for Project Definition. Additional design development and opportunities for review of and comment on the engineering documents will be available in future stages, and the Authority will continue to coordinate with local agencies regarding these design details.

9) Increasing the speed on 7th Standard Road over SR 99 will increase the length of the vertical curve near the Lerdo Canal channel. The existing Lerdo Canal Bridge would require replacement resulting in additional impacts to state waters. The higher speed would also require additional impacts to the Northbound SR 99 on/off ramps/Quinn

Response to Submission L003 (Paul Candelaria, Kern County Public Works, January 16, 2018) - Continued

L003-4

Road intersections and potentially adjacent properties.

10) The arterial cross section width of 110 feet right-of-way to right-of-way will be provided at a minimum. Within the interchange, the road and right-of-way width will vary with roadway and ramp geometric constraints.

11) The project will provide County standard roadway transition R35, where appropriate.

12) The Authority will continue discussions with local authorities as the project design is finalized.

Submission L004 (Paul Candelaria, Kern County Public Works, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #351 DETAIL	
Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Local Agency
Interest As :	Local Agency
Submission Date :	1/16/2018
Submission Method :	Website
First Name :	Paul
Last Name :	Candelaria
Professional Title :	Engineer
Business/Organization :	Kern County Public Works
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93301
Telephone :	661-862-8869
Email :	paulc@kerncounty.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	
Please see the attached PDF for Kern County Comments	
EIR/EIS Comment :	Yes
Official Comment Period :	
Attachments :	351_Candelaria_website_011618_Attachment.pdf (104 kb)

**KERN COUNTY
PUBLIC WORKS DEPARTMENT
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January 16, 2018

Fresno to Bakersfield Project
Section Draft Supplemental
EIR/EIS Comment
770 L Street, Suite 600
Sacramento, CA 95814

Subject: California High Speed Rail – Fresno to Bakersfield Section Supplemental EIR/EIS

To Whom It May Concern,

This department has reviewed the Draft Supplemental Environmental Impact Report/Environmental Impact Statement and Analysis of the Comparable Section and has the following comments:

L004-1

- 1) Regarding the timeframe given to review the DEIR/EIS and the time of availability. Additional time to review a project of this magnitude would have been appreciated, especially considering the time of the year i.e. - holidays.
- 2) The Environmental Footprint of the project should not be restricted as part of this review since the final design is not complete and could not be adequately reviewed within the limited comment period as noted above. Additional comments should be able to be made during each stage of design.

L004-2

- 3) Per Appendix 3.19-B; Table B-2 Planned Transportation Projects – Kern County, page 3.19-B-4. T#9 needs to be revised. Landco Drive north of Hageman Road is a local road.
- 4) Appendix 8-A; Table 8-A-1 Transportation Impact Comparison between the May 2014 Project and F-B LGA, page 8-A-14. Column May 2014 Project lists 1 intersection would experience significant impact. Yet the paragraph following states 11. Please review and revise.
- 5) Under the section 3.2 Transportation, please take a look at the tables from page 3.2-27 thru 3.2-62 and make sure the roadway segments and intersection numbers match. For instance, on page 3.2-32 Table 3.2-8 Existing Conditions and page 3.2-59 Table 3.2-23 (2035) Plus Project. The intersection numbers do not match. This is very confusing.
- 6) Section 3.2 Transportation; Table 3.2-13 Year 2035 No Project Intersections Operating at Levels-of-Service E or F - Kern County. Please explain how the intersection of Olive Drive and Knudsen Drive not make the list.

Submission L004 (Paul Candelaria, Kern County Public Works, January 16, 2018) - Continued

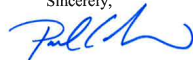
L004-3 | 7) Section 3.2 Transportation, page 3.2-55 after Table 3.2-18. Please revise, Error! Not a valid bookmark self-reference.

Comments for design layout of Plans

- L004-4 |
- 8) Consider eliminating the Golden State Highway connection to 7th Standard Road and improve the intersection of Snow Road at Golden State Highway. This would also allow for improvement of the on/off-ramps at that location.
 - 9) The Design Speed on 7th Standard Road should be at least 45 mph.
 - 10) The 7th Standard bridge width over the railroad and State Route 99 should be Arterial width.
 - 11) The raised median should be at least 14 feet, but at Arterial intersections, similar to Coffee Road, the median should follow Kern County Development Standards, Plate number R35.
 - 12) Design elements will need to be dealt with later.

Thank you for the opportunity to comment on this project. If you have any questions or comments, please contact me at this department.

Sincerely,



Paul Candelaria

Response to Submission L004 (Paul Candelaria, Kern County Public Works, January 16, 2018)

L004-1

The commenter indicates that the timeframe given to review the Draft Supplemental EIR/EIS and its availability was not adequate and indicates additional review time would have been appreciated. The commenter also indicates that the Environmental Footprint of the Project should not be restricted as part of this review since the final design is not complete. The commenter indicates that additional comment opportunities should be made during each stage of design. The Fresno to Bakersfield Section Draft Supplemental EIR/EIS was circulated for 60 days as required by CEQA (CEQA Guidelines §15080-15088).

In accordance with CEQA, the Draft Supplemental EIR/EIS was circulated for 60 days. The CEQA Guidelines provide:

"The public review period for a draft EIR shall not be less than 30 days nor should it be longer than 60 days except under unusual circumstances. When a draft EIR is submitted to the State Clearinghouse for review by state agencies, the public review period shall not be less than 45 days, unless a shorter period, not less than 30 days, is approved by the State Clearinghouse" (14 C.C.R. 15105).

Likewise, Section 13(c)(9) of the FRA Procedures for Considering Environmental Impacts provides:

"The draft EIS shall be made available for public and agency comment for at least 45 days from the Friday following the week the draft EIS was received by EPA. The time period for comments on the draft EIS shall be specified in a prominent place in the document, but comments received after the stated time period expires should be considered to the extent possible" (64 FR 101, page 28545, May 26, 1999).

The Authority and FRA believe the time provided was sufficient for the public to review and provide comments on the Fresno to Bakersfield Section Draft Supplemental EIR/EIS. A formal public hearing was held in Bakersfield on December 19, 2017, at which written and verbal comments were accepted on the Draft Supplemental EIR/EIS.

Per the requirements set out by the CEQA Guidelines 15086 and 15087, the Authority and FRA provided widespread notice of the availability of the Draft Supplemental

L004-1

EIR/EIS to ensure that members of the public and local, state and federal agencies had the opportunity to review and provide comments. The Authority and FRA provided broad notice of the availability of the Draft Supplemental EIR/EIS in the following ways: by mailing a notice to all individuals/organizations that have requested notice in writing; AND publication in newspaper(s) of general circulation; by directing mailing to owners/occupants of property within 300 feet of the F-B LGA footprint and the May 2014 Project footprint; via direct mailing to agencies, elected officials, tribes, etc.; via direct mailing to all on the project mailing list; by submitting copies to State Clearinghouse for state agency review; and via publication in the federal register. The Authority and FRA provided access to the Draft Supplemental EIR/EIS in the following ways: the entire Draft Supplemental EIR/EIS, Volumes I through III, were made available on the Authority's website; CDs containing these documents were made available to anyone who requested them (in writing), free of charge; and by making CDs and printed copies available in public libraries in the vicinity of the affected alignments and the Authority offices. The Authority and FRA facilitated awareness of the availability of the Draft Supplemental EIR/EIS in the following ways: by providing information during monthly agency meetings and regular consultations; by holding general public meetings as well as individual meetings with stakeholders; by holding a public meeting; and by using mailed announcements.

Chapter 10 of the Draft Supplemental EIR/EIS lists the agencies, Native American tribes, elected officials, and organizations and businesses that were provided mailed notice of the availability of the document. Between November 3 and November 9, 2017, the Authority published a press release in all major newspapers in the area advising the public of the availability of the Draft Supplemental EIR/EIS on the Authority's website. The Authority used the County Assessors' rolls in Kern County to identify and provide notice to owners of land affected or within a 300-foot buffer of the May 2014 Project and F-B LGA rights-of-way property acquisition.

The public was given the opportunity to comment in any of several ways. Comments could be submitted to the Authority and FRA by card or letter (including cards and letters submitted at the public hearing), verbally at the public hearing, and by means of e-mail. The Authority and FRA have considered comments received after January 16, 2018 on the Draft Supplemental EIR/EIS. These comments are reproduced here in Chapters 20

Response to Submission L004 (Paul Candelaria, Kern County Public Works, January 16, 2018) - Continued

L004-1

through 26 of this Final Supplemental EIR. Approximately 290 submission letters (a submission letter by an individual or organization could consist of one or multiple comments) were submitted on the Draft Supplemental EIR/EIS. These submissions were provided via e-mail, via mailed letters, and via the Authority's website.

Refer to Section 3.1 of the Draft Supplemental EIR/EIS (pages 3.1-5 and 3.1-6) for a description of the resource study areas evaluated for the F-B LGA analysis. The specific study areas applicable to the resource topics are also defined in the following sections:

- 3.2 Transportation (Section 3.2.3)
- 3.3 Air Quality and Global Climate Change (Section 3.3.3)
- 3.4 Noise and Vibration (Section 3.4.2)
- 3.5 Electromagnetic Fields and Electromagnetic Interference (Section 3.5.2.3)
- 3.6 Public Utilities and Energy (Section 3.6.3)
- 3.7 Biological Resources and Wetlands (Section 3.7.2.3)
- 3.8 Hydrology and Water Resources (Section 3.8.2.2)
- 3.9 Geology, Soils, Seismicity, and Paleontological Resources (Section 3.9.2)
- 3.10 Hazardous Materials and Wastes (Section 3.10.2.1)
- 3.11 Safety and Security (Section 3.11.2.3)
- 3.12 Socioeconomics and Communities (Sections 3.12.3.1 and 3.12.3.2)
- 3.13 Station Planning, Land Use and Development (Section 3.13.2)
- 3.14 Agricultural Land (Section 3.14.3)
- 3.15 Parks, Recreation and Open Space (Section 3.15.2)
- 3.16 Aesthetics and Visual Resources (Section 3.16.2)
- 3.17 Cultural Resources (Section 3.17.2.1)
- 3.18 Regional Growth (Section 3.18.2.1)
- 3.19 Cumulative Impacts (Section 3.19.2)
- Chapter 4 Section 4(f)/6(f) Evaluation (Section 4.2.2.1)
- Chapter 5 Environmental Justice (Section 5.4.1)

L004-2

The suggested corrections have been reviewed and Appendix 3.19-B has been revised as appropriate. Refer to Chapter 16 of this Final Supplemental EIR.

L004-2

Table 8-A-1 lists one study intersection that would have significant impacts during the Construction Period, but eleven intersections that would experience a significant impact under Future (Year 2035) with Project Conditions (operational). In the paragraph below, the summary specifies that in the Bakersfield station area, the May 2014 Project would have significant impacts on eleven study intersections, while the F-B LGA would have significant impacts on nine study intersections. The text and table have not been changed.

Pages 3.2-27 through 3.2-62 were reviewed, and no mismatched numbers were found.

Table 3.2-13 shows intersections evaluated in Kern County. Olive Drive and Knudsen Avenue was evaluated as part of the Station Area analysis and is included in Table 3.2-16.

The requested changes would not materially change the findings of the assessment or add new information required to inform the decision makers and as such the requested change has not been made.

L004-3

The error message included under Impact TR#11 has been corrected. Refer to Chapter 16 of this Final Supplemental EIR.

L004-4

8) The FB-LGA represents Preliminary Engineering for Project Definition. Additional design development and opportunities for review of and comment on the engineering documents will be available in future stages, and the Authority will continue to coordinate with local agencies regarding these design details.

9) Increasing the speed on 7th Standard Road over SR 99 will increase the length of the vertical curve near the Lerdo Canal channel. The existing Lerdo Canal Bridge would require replacement resulting in additional impacts to state waters. The higher speed would also require additional impacts to the Northbound SR 99 on/off ramps/Quinn

Response to Submission L004 (Paul Candelaria, Kern County Public Works, January 16, 2018) - Continued

L004-4

Road intersections and potentially adjacent properties.

10) The arterial cross section width of 110 feet right-of-way to right-of-way will be provided at a minimum. Within the interchange, the road and right-of-way width will vary with roadway and ramp geometric constraints.

11) The project will provide County standard roadway transition R35, where appropriate.

12) The Authority will continue discussions with local authorities as the project design is finalized.

Submission L005 (Lauren Bauer, Kern County Water Agency, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #281 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Local Agency
Interest As : Local Agency
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Lauren
Last Name : Bauer
Professional Title : Water Resources Planner
Business/Organization : Kern County Water Agency
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone : (661) 634-1411
Email : lbauer@kcwa.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

To Whom It May Concern:

Please find attached the Kern County Water Agency's comments on the subject document.

If you have any questions or are unable to access the attachment, please let me know.

Thank you,
 Lauren

Lauren Bauer
 Water Resources Planner
 Kern County Water Agency
 Office: (661) 634-1411
 Fax: (661) 634-1401
 lbauer@kcwa.com<mailto:lbauer@kcwa.com>

EIR/EIS Comment : Yes
Official Comment Period : Yes
Attachments : 281_KernCountyWaterAgency_011618_Attachment.pdf (284 kb)



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 General Manager

Amelia T. Minaberrigarai
 General Counsel

January 16, 2018

50 Environmental

Fresno to Bakersfield Project Section Draft Supplemental DSEIR/EIS Comment
 770 L Street, Suite 620 MS-1
 Sacramento, CA 95814

Re: California High-Speed Rail Fresno to Bakersfield Project Section Draft
 Supplemental DSEIR/EIS

To Whom It May Concern:

The Kern County Water Agency (Agency) would like to thank you for the opportunity to review and comment on the California High-Speed Rail (HSR) Fresno to Bakersfield Project Section (Project) Draft Supplemental Environmental Impact Report/Environmental Impact Statement (DSEIR/EIS).

The Agency was created by the California State Legislature in 1961 to contract with the California Department of Water Resources for State Water Project water. The Agency has contracts with water districts throughout Kern County to deliver SWP water. The Agency's Improvement District No. 4 (ID4) also contracts with multiple urban water purveyors to provide potable water supplies to the greater Bakersfield area. Additionally, the Agency maintains and operates the Cross Valley Canal (CVC). Therefore, the Agency is uniquely qualified to provide comments on the Project.

In addition to the comments below, the Agency has previously provided comments on the HSR in our August 21, 2012 letter and in meetings with HSR staff of February 13, 2015 and January 27, 2016. The Agency's comments below are intended to respond to the DSEIR/EIS, but necessarily reiterate previously provided comments that have not been adequately addressed.

Comment 1: The DSEIR/EIS does not contain sufficient information to evaluate impacts to Agency facilities.

The Agency owns, operates and/or maintains multiple water delivery and treatment facilities within the proposed Project area. These facilities include, but are not limited to, the Agency's Stuart T. Pyle Water Resources Center, ID4's Henry C. Garnett Water Purification Plant and the CVC. These facilities including a variety of surface and subsurface buildings, structures and utilities. The Stuart T. Pyle Water Resources Center houses the Agency's administrative

L005-1

(661) 634-1400

Mailing Address
 P.O. Box 58
 Bakersfield, CA 93302-0058

Street Address
 3200 Rio Mirada Drive
 Bakersfield, CA 93308

Submission L005 (Lauren Bauer, Kern County Water Agency, January 16, 2018) - Continued

California High-Speed Rail Authority
Fresno to Bakersfield Project Section Draft Supplemental DSEIR/EIS
January 16, 2018
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- L005-1 facilities. ID4's Henry C. Garnett Water Purification Plant provides potable water to multiple urban purveyors in the greater Bakersfield area. The Henry C. Garnett Water Purification Plant operates 24 hours per day, seven days per week. Additionally, many of ID4's delivery points do not include redundant systems to provide alternative water supplies should the Henry C. Garnett Water Purification Plant's operations be interrupted. The proposed Project's construction and operation has the potential to significantly impact the Agency's facilities, including the Henry C. Garnett Water Purification Plant's operation, in a multitude of ways. However, the DSEIR/EIS does not provide sufficient information, including an adequate Project description, construction risk analysis or mitigation measures, to identify the potential risks and assess the adequacy of potential mitigation measures to ensure the Agency's facilities and operations will not be interrupted or unduly impacted by the design (including field investigations), construction and operation of the Project. Therefore, the DSEIR/EIS should be revised to include discussion and analysis of the potential risks and mitigation measures to the Agency's facilities and operations. Further, as a matter of public health and safety, the DSEIR/EIS should demonstrate that ID4's Henry C. Garnett Water Purification Plant operations will not be interrupted by the design (including field investigations), construction and operation of the Project.
- L005-2 **Comment 2: The DSEIR/EIS does not contain sufficient information to determine the Project's potential impacts to ingress and egress of the Agency's facilities.**
- The Agency's property and facilities, including its water treatment facilities, in the Project area are bisected by Highway 204. These facilities are connected by a single lane vehicle tunnel under Highway 204. The Project description and preliminary plans in the DSEIR/EIS indicated that construction and operation of the Project are likely to impact ingress and egress to the Agency's various facilities by Agency staff and its contractors and vendors. However, the DSEIR/EIS does not contain sufficient information for Agency staff to determine the full extent of the potential impacts. Further, the DSEIR/EIS does not include sufficiently descriptive mitigation measures to ensure the Agency's operations are not interrupted. Therefore, the DSEIR/EIS should be revised to include a detailed description and analysis of the potential impacts to ingress and egress of the Agency's facilities and the incorporation of appropriate mitigation measures.
- L005-3 **Comment 3: The DSEIR/EIS does not contain sufficient information to analyze the potential impacts of operation of the Master Interlocking House to Agency's operations, including operational costs.**
- Drawings TT-D1034 and -D1035 of the preliminary design show the construction of a Master Interlocking House and an associated access road through ID4's property. The Project's preliminary design proposes to construct the Master Interlocking House over one of ID4's existing precipitation solids basins. Eliminating the basin will impact the ID4's ability to manage its precipitation solids on-site, leading to an increase in ID4's operation costs. Additionally, during meetings held February 28, 2015 and January 27, 2016, Agency staff notified HSR staff that proposed access road through ID4's property was unacceptable due to site safety and security risks and potential operational impacts and alternate routes were presented.

- L005-3 The DSEIR/EIS does not include information regarding the operation and maintenance, including access frequency, of the Master Interlocking House and access road. Further, the DSEIR/EIS does not identify, describe or analyze alternate routes for the access road. As a result, Agency staff is unable to determine the impacts to ID4's operations, including operational costs and site security. Therefore, the DSEIR/EIS should be revised to include a describe and analysis of an alternate access road route that does not traverse ID4's property and the construction, operations and maintenance of the Master Interlocking House. Further, the DSEIR/EIS should be revised to include appropriate mitigation measures.
- L005-4 **Comment 4: The DSEIR/EIS does not discuss or mitigate the potential impacts to ID4's solar photovoltaic facility.**
- Drawing TT-D1034 of the preliminary design shows an elevated track adjacent to ID4's solar photovoltaic facility. Shading from the elevated track will reduce solar power generation, leading to an increase in ID4 operational costs. The DSEIR/EIS does not include a discuss of the potential impact, nor does it propose any mitigation measures. Therefore, the DSEIR/EIS should be revised to include a discussion and mitigation of the impact to ID4's solar photovoltaic facility.
- L005-5 **Comment 5: The DSEIR/EIS does not include mitigation measures to compensate for the potential loss of ID4's soil stockpiling site.**
- Drawings TT-D1036, -D1048 and -D1050 of the preliminary design indicate a section of elevated track will be constructed over a portion of ID4's property that is used for stockpiling and borrowing soil, as needed. Loss of the use of this site would lead to an increase in operational costs. Therefore, the DSEIR/EIS should be revised to describe and analyze the potential impacts to ID4 and include an appropriate mitigation measure.
- L005-6 **Comment 6: The DSEIR/EIS does not include sufficient information, including mitigation measures, regarding sound attenuation during construction and operation of the Project.**
- The DSEIR/EIS does not include sufficient detail for Agency staff to determine how sound will be attenuated during construction and operation of the Project to minimize the impact the Agency's facilities, including the Stuart T. Pyle Water Resources Center and the Henry C. Garnett Water Purification Plant buildings. Therefore, the DSEIR/EIS should be revised to include a description and analysis of sound attenuation, including mitigation measures.
- L005-7 **Comment 7: The Project field investigations and design should demonstrate that ID4's Henry C. Garnett Water Purification Plant operations will not be interrupted by the construction and operation of the Project.**
- Although drawings UT-C1034 and -C1035 indicate the Agency's existing utilities will be protected in place, the DSEIR/EIS indicates additional field investigations and project design details are forthcoming. Therefore, the Agency requests the Project field investigations and final design will need to address how the Agency's existing utilities will be located and relocated, if required. Proposed field investigations

Submission L005 (Lauren Bauer, Kern County Water Agency, January 16, 2018) - Continued

California High-Speed Rail Authority
Fresno to Bakersfield Project Section Draft Supplemental DSEIR/EIS
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L005-7 | prior to construction and utility relocations during construction must demonstrate that ID4's Henry C. Garnett Water Purification Plant operations will not be interrupted.

L005-8 | **Comment 8: The DSEIR/EIS does not include sufficient information to evaluate the potential impacts to water delivery facilities, such as the CVC and Calloway Canal, to ID4's Henry C. Garnett Water Purification Plant.**

As a matter of public health and safety, water deliveries to ID4's Henry C. Garnett Water Purification Plant shall not be interrupted during construction and operation of the Project. The DSEIR/EIS does not include sufficient information to describe, assessing and mitigate potential impacts to water delivery facilities, such as the CVC and Calloway Canal, during construction and operation of the Project. For example, Agency staff has previously expressed concern that groundborne vibrations from construction and operation of the Project could damage a CVC siphon located near Highway 204 that is a primary source of water supply deliveries to Henry C. Garnett Water Purification Plant. Therefore, the DSEIR/EIS should be revised to include a description and analysis of the potential impacts to water delivery facilities, such as the CVC and Calloway Canal. Further, the DSEIR/EIS should identify appropriate mitigation measures to ensure water supply deliveries to ID4's and Cawelo Water District (Cawelo) are not interrupted.

L005-9 | **Comment 9: The DSEIR/EIS does not include sufficient information regarding the coordination of the Project planning and construction activities with the Hageman Flyover project.**

Agency staff has been working with the project proponents and consultants for the Hageman Flyover project to ensure adequate protection and operation of Agency facilities, including uninterrupted service to ID4 and Cawelo. The DSEIR/EIS does not include sufficient information for Agency staff to determine if the proposed Project will conflict with the Hageman Flyover project, including its utility mitigation measures. Therefore, the DSEIR/EIS should be revised to include a description of the Project's coordination with Hageman Flyover project.

Agency staff is available to meet with California High-Speed Rail Authority staff to ensure the Agency's concerns are addressed and its facilities are adequately protected. If you have any question, please contact Michael McGovern, of my staff, at (661) 634-1400.

Sincerely,


Curtis Creel
General Manager

Response to Submission L005 (Lauren Bauer, Kern County Water Agency, January 16, 2018)

L005-1

As indicated in Chapter 3.6 under impact analysis PU&E 12: Potential conflicts with water facilities (considered a low-risk utility, as described in the Fresno to Bakersfield Section Final EIR/EIS [Authority and FRA 2014]) could occur through physical alterations to water supply facilities or through the introduction of water supply reliability concerns.

As with the May 2014 Project, there would be a number of potential low-risk utility conflicts associated with the proposed F-B LGA alignment and facilities, including water lines. As discussed in Section 3.6.5.3 of the Fresno to Bakersfield Section Final EIR/EIS (Authority and FRA 2014), the majority of water line crossings would occur in urban areas where the HSR would be on an elevated guideway, making it likely that disturbance will be avoided. The F-B LGA would not, however, be elevated through Shafter. This configuration could result in increased conflicts with existing water lines, compared to the elevated guideway configuration used in other portions of the alignment. Where conflicts would occur between the proposed alignment and existing water lines, the water lines would be relocated away from HSR facilities in order to ensure continued service. The Authority would work with the appropriate city public works departments to move affected lines and water facilities with minimal disruption to existing service.

Additionally, the Authority held several meetings with Kern County Water Agency staff at the Henry C. Garnett Water Purification Plant on 5/7/15, 5/14/15, 1/27/16, and 6/6/16, in which the alignment and the impacts to the facility were discussed.

Finally, implementation of PUE-IAMM#1: Minimization of Utility Interruption would reduce impacts to public utility interruptions by coordinating planned interruptions providing utility users an opportunity to plan appropriately for the service interruption. Prior to construction in areas where utility service interruptions are unavoidable, the contractor will notify the public through a combination of media in that jurisdiction (e.g., phone, email, mail, newspaper notices) and the affected service providers of the planned outage.

L005-2

The columns are clearly shown on Sheets ST-J1024 to ST-J1027, and include the aerial background. The tunnel is shown on sheet ST-J1025 at station 6810+40.

Additionally, per PUE-IAMM#1: Minimization of Utility Interruption: This obligation reduces impacts to public utility interruptions by coordinating planned interruptions providing utility users an opportunity to plan appropriately for the service interruption. Prior to construction in areas where utility service interruptions are unavoidable, the contractor will notify the public through a combination of media in that jurisdiction (e.g., phone, email, mail, newspaper notices) and the affected service providers of the planned outage. The notification will specify the estimated duration of the planned outage and would be published no less than seven days prior to the outage. Construction will be coordinated to avoid interruptions of utility service to hospitals and other critical users. The contractor will submit the public communication plan to the Authority in advance of the work for verification that appropriate notification was provided.

This measure reduces impacts to public utility interruptions by coordinating planned interruptions providing utility providers an opportunity to plan appropriately for the service interruption. Prior to construction the contractor shall prepare a technical memorandum documenting how construction activities will be coordinated with service providers to minimize or avoid interruptions,

L005-3

The commenter states that the Supplemental EIR/EIS does not contain sufficient information to analyze the potential impacts of operations on their facility from the Master Interlocking House proposed by the F-B LGA and which would interfere with their existing precipitation solids basins. Additionally, the commenter is concerned with how access will work to the Master Interlocking House.

The access to the Master Interlocking House would come from Airport Drive to Nadine Lane to enter the HSR right-of-way before crossing the bridge over the Calloway Canal. HSR Signal Maintainers would travel under/adjacent to the viaduct until reaching the

Response to Submission L005 (Lauren Bauer, Kern County Water Agency, January 16, 2018) - Continued

L005-3

settling ponds. Existing plant roadways would be avoided until reaching the ponds.

The Authority has worked closely with government agencies, businesses, and individuals to refine the F-B LGA design to avoid or minimize impacts, including property acquisitions, to the maximum extent possible in light of the performance criteria for the high-speed rail. This refinement process will continue throughout final design for the selected alternative. The next step will be to negotiate reimbursement agreements to provide Kern County Water Agency design coordination and then construction coordination. With that agreement in place the agency will be engaged in the resolution of utilities conflicts.

L005-4

The commenter suggests that shading from the elevated HSR tracks near ID4's solar photovoltaic facility would reduce solar power generation, resulting in higher operational costs.

The Authority has worked closely with government agencies, businesses, and individuals to refine the F-B LGA design to avoid or further minimize impacts to the maximum extent possible in light of the performance criteria for the high-speed rail. This included a meeting with the Kern County Water Agency on May 7, 2015, where this issue was discussed with the Agency and it was understood that a portion of the solar facility may be subject to potential shading. This issue will be resolved during the right-of-way reconciliation process and is not considered an environmental impact under CEQA. CEQA requires the identification of the physical adverse effects of a project on the environment and not the economic impacts of a project, such as the Agency's higher operating costs.

L005-5

The commenter states that the Supplemental EIR/EIS does not include mitigation measures to compensate for the potential loss of ID4's soil stockpiling site.

The Authority has worked closely with government agencies, businesses, and

L005-5

individuals to refine the F-B LGA design to avoid or minimize impacts, including property acquisitions, to the maximum extent possible in light of the performance criteria for the high-speed rail. This refinement process will continue throughout final design for the selected alternative.

L005-6

Section 3.4 of the Supplemental EIR/SEIS addresses Noise and Vibration impacts and evaluated office and industrial noise receptors within 2,500 feet of the HSR and vibration receptors within 275 feet. Implementation of mitigation measures N&V-MM#1 through 7 would reduce noise impacts to less than significant.

L005-7

Field investigations will be performed to verify the type and location of existing utilities and whether relocation is required prior to final design. To the extent practicable, operations will not be interrupted during utilities relocation.

L005-8

Impact PU&E#12 in Section 3.6 of the Supplemental EIR/EIS discusses potential conflicts with water facilities that could occur through physical alterations to water supply facilities or through the introduction of water supply reliability concerns. As discussed, the Authority would work with irrigation districts and landowners to protect irrigation systems as they intersect the HSR. When relocating an irrigation facility is necessary, the Authority shall ensure that, where feasible, the new facility is operational prior to disconnecting the original facility to help alleviate the potential for service interruptions. In addition, avoidance and minimization measure PUE-IAMM#1 requires that when relocating an irrigation facility is necessary, the Contractor will provide a new operational facility prior to disconnecting the original facility where feasible. Irrigation facility relocation preferences are included in the design-build contract and reduce unnecessary impacts to continued operation of irrigation facilities. This obligation reduces impacts to public utility interruptions by coordinating planned interruptions providing utility users an opportunity to plan appropriately for the service interruption.

Response to Submission L005 (Lauren Bauer, Kern County Water Agency, January 16, 2018) - Continued

L005-8

In response to the specific comment regarding vibration impacts, per mitigation measure NV-MM#2: building damage from construction vibration is only anticipated from impact pile driving at very close distances to buildings. If pile driving occurs more than 77 feet from fragile or historic buildings, 55 feet from residential structures, 25 to 50 feet from buildings, or if alternative methods such as push piling, or auger piling, or cast-in-drill-hole (CIDH) can be used, damage from construction vibration is not expected to occur. Other sources of construction vibration do not generate high enough vibration levels for damage to occur. When a construction scenario has been established, pre-construction surveys are conducted at locations within 50 feet of pile driving to document the existing condition of buildings in case damage is reported during or after construction. The Authority will arrange for the repair of damaged buildings or will pay compensation to the property owner.

Although vibration impacts would occur during construction activities, the construction activities are considered temporary, as they would cease after completion. The construction vibration impacts would be substantially lessened or avoided, and reduced to a less-than-significant impact under CEQA, with implementation of Mitigation Measure N&V-MM #2.

Additionally, specific restrictions to vibrations during construction adjacent to the CVC siphon can be discussed and included in the contract documents as well as water deliveries to the plant.

L005-9

The commenter states that the Draft Supplemental EIR/EIS does not include sufficient information regarding the coordination of the Project planning and construction activities with the Hageman Flyover project. Under existing conditions the Hageman Flyover does not exist and has not been considered. Based on the KernCOG RTP, the flyover exists under year 2035 conditions and has been included in the analysis. No revisions have been made to the Final Supplemental EIR in response to this comment.

The Authority has developed the F-B LGA alignment in coordination with Caltrans regarding the Hageman Flyover project to avoid impacts.


L005-9

Submission L006 (L. Mark Mulkay, Kern Delta Water District, January 4, 2018)

Kern Delta Water District
501 TAFT HIGHWAY
BAKERSFIELD, CALIFORNIA 93307-6247
TELEPHONE (661) 834-4656
FAX (661) 836-1705

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Controller
McMurtrey, Hartsock & Worth
Attorneys-at-Law



January 4, 2018

California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

Subject: Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS Comment

To whom it may concern:

L006-1

Kern Delta Water District (Kern Delta) appreciates the opportunity to comment on the "Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS" (EIR). It appears from the documents provided that the California High-Speed Rail Authority (CAHSRA) plans to cross over two of Kern Delta's facilities, the Kern Island Main Canal north of Golden State Highway and the Eastside Canal at Edison Highway. Kern Delta will require, at minimum, the following:

1. \$5,000 Engineering and Legal Review Fee per crossing
2. \$500 Encroachment Permit Fee per crossing
3. Common Use Agreement with exhibits to be prepared by CAHSRA for each crossing
4. Approval of any location or relocation of existing utilities within its rights-of-way
5. All columns and their footings are to be located outside Kern Delta rights-of-way

Kern Delta will need further clarification on plans to East California Avenue (Drawing No. CV-R1025) east of Quantico Street as it appears East California Avenue is being relocated on top of the Eastside Canal's northerly bank. If this is true, additional fees and requirements may apply. Kern Delta looks forward to working with the CAHSRA as this project moves forward. If you have any questions, please contact Staff Engineer, Daniel Deleon at (661) 834-4656.

Sincerely,



L. Mark Mulkay
Kern Delta Water District
General Manager

dld

Response to Submission L006 (L. Mark Mulkay, Kern Delta Water District, January 4, 2018)

L006-1

The commenter notes that the F-B LGA would cross over two facilities owned by the Kern Delta Water District. The commenter outlines fee requirements and coordination effort requirements for the HSR to cross these facilities. Refer to Section 3.6.5 of the Draft Supplemental EIR/EIS, for a full description of Avoidance and Minimization Measure PUE-IAMM#1. This measure requires that when relocation of an irrigation facility is necessary, if feasible the Contractor will provide a new operational facility prior to disconnecting the original facility, where feasible. Irrigation facility relocation preferences will be included in the design-build contract and would reduce unnecessary impacts to continued operation of irrigation facilities. Additionally, this measure “reduces impacts to public utility interruptions by coordinating planned interruptions... [and] notif[ying] affected service providers.” The coordination and relocation requirements would satisfy the Kern Delta Water District’s requests for coordination and permit fee payment, as necessary.

The commenter also states that it appears that E California Avenue is being relocated to the Eastside Canal’s northerly bank, and that if true, fees and requirements above and beyond those described in the first part of the comment would apply. According to Roadway Layout Drawing CV-R1025 (included in Volume III of the Draft Supplemental EIR/EIS), E California Avenue is not being relocated. The drawing depicts this road along its existing configuration.

Submission L007 (Mark Montelongo, San Joaquin Valley Air Pollution Control District, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #335 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Local Agency
Interest As : Local Agency
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Mark
Last Name : Montelongo
Professional Title : Senior Air Quality Specialist
Business/Organization : San Joaquin Valley Air Pollution Control District
Address : 1990 E. Gettysburg Avenue
Apt./Suite No. :
City : Fresno
State : CA
Zip Code : 93726-0244
Telephone : 559-230-5905
Email : Mark.Montelongo@valleyair.org
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

Good Afternoon,

Please find attached, an electronic copy of the San Joaquin Valley Air Pollution Control District's comments on the above referenced project. Please note a hard-copy will follow in the mail and thank you for the opportunity to provide comments.

Regards,

Mark Montelongo
 Senior Air Quality Specialist
 San Joaquin Valley Air Pollution Control District
 1990 E. Gettysburg Avenue
 Fresno, CA 93726-0244
 (559) 230-5905 (Phone)
 (559) 230-6061 (Fax)
 Mark.Montelongo@valleyair.org<mailto:Mark.Montelongo@valleyair.org>

[cid:image001.png@01D38EE4.0D9DCF10]<http://www.healthyliving.org/>

EIR/EIS Comment : Yes
Official Comment Period : Yes
Attachments : 335_SJVAirPollutionContDist_email_011618_Attachment.pdf (77 kb)



January 16, 2018

Fresno to Bakersfield Project Section
 Draft Supplemental EIR/EIS Comment
 770 L Street, Suite 600
 Sacramento, California 95814

Project: Draft Supplemental Environmental Impact Report/Environmental Impact Statement for the Fresno to Bakersfield Section

District CEQA Reference No: 20171253

To Whom It May Concern:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the Draft Supplemental Environmental Impact Report/Environmental Impact Statement for the Fresno to Bakersfield Section (Draft EIR/EIS) which consists of evaluating the environmental impacts associated with the Fresno to Bakersfield Locally Generated Alternative (F-B LGA). The F-B LGA extends from Poplar Avenue north of Shafter, continues on retained fill through the City of Shafter, and transitions to elevated structure (viaduct) into the City of Bakersfield (Project). In Bakersfield, the High-Speed Rail Station associated with the F-B LGA would be located at the intersection of F Street and State Route 24 (Golden State Avenue). The District offers the following comments:

Construction Impacts

- 1) The Draft EIR/EIS identifies several Air Quality Mitigation Measures that will be implemented to reduce Project air quality impacts to a less than significant level. Many of those measures, such as AQ-MM#4 (Offset Project Construction Emissions through an SJVAPCD VERA) address the comments the District has previously made on the entire High-Speed Rail Project throughout the San Joaquin Valley.

The High-Speed Rail Authority (HSRA) has worked closely with the District to address air quality impacts and has committed to mitigating NOx, VOC, PM10, and PM2.5 construction emissions to net zero for the entire High-Speed Train Project throughout the San Joaquin Valley. The Draft EIR/EIS AQ-MM#4 points to the commitment the HSRA has made, which is the HSRA will enter into a Voluntary Emission Reduction Agreement (VERA) with the District for the Project (see the commitment in the Draft EIR/EIS AQ-MM#4).

Seyed Sadredin
 Executive Director/Air Pollution Control Officer

Northern Region 4800 Enterprise Way Modesto, CA 95356-8718 Tel: (209) 557-6400 FAX: (209) 557-6475 www.valleyair.org	Central Region (Main Office) 1990 E. Gettysburg Avenue Fresno, CA 93726-0244 Tel: (559) 230-6000 FAX: (559) 230-6061 www.healthyliving.org	Southern Region 34946 Flyover Court Bakersfield, CA 93308-9725 Tel: 661.392.5500 FAX: 661.392.5585
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Submission L007 (Mark Montelongo, San Joaquin Valley Air Pollution Control District, January 16, 2018) - Continued

District CEQA Reference No: 20171253

Page 2

L007-1

Construction Air Quality Emissions Analysis Methodology

L007-1

- 2) While the VERA requires full mitigation of construction air quality impacts regardless of the quantification methodology, the District recommends the HSRA acknowledge that the quantification methodology in the Draft EIR/EIS for evaluating construction air quality emissions impacts is outdated. For example, the California Air Resources Board Emission Factor (CARB EMFAC) year 2011 was used for estimating emissions versus a newer version which is CARB EMFAC year 2014.

The District appreciates the HSRA ongoing commitment to working with the District and appreciates the opportunity to aid the HSRA in identifying and mitigating impacts on air quality. If you have any questions or require further information, please contact Mark Montelongo, Senior Air Quality Specialist at (559) 230-6000.

Sincerely,

Arnaud Marjollet
Director of Permit Services



Brian Clements
Program Manager

AM: mm

Response to Submission L007 (Mark Montelongo, San Joaquin Valley Air Pollution Control District, January 16, 2018)

L007-1

EMFAC 2011 was the latest version of the EMFAC model when the analysis of construction air quality emissions was initially conducted for the May 2014 Project, as reflected in the Fresno to Bakersfield Section Final EIR/EIS. The analysis in the Draft Supplemental EIR/EIS is consistent with the Fresno to Bakersfield Section Final EIR/EIS.

Consistent with the commenter's request, a footnote has been added to Section 3.3.3.2, Statewide and Regional Emissions Calculations, of the Final Supplemental EIR to acknowledge that although there is a more current EMFAC model available, the analysis was based on EMFAC 2011 to provide a consistent evaluation and comparison of air quality emissions for the May 2014 Project and the F-B LGA. (Refer to Chapter 16 of the Final Supplemental EIR.)

Submission B001 (Jonie Yates, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #377 DETAIL

Status : Action Pending
Record Date : 1/17/2018
Response Requested :
Affiliation Type : Business and/or Organization
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Jonie
Last Name : Yates
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : jonie.yates@my.wheaton.edu
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

Dear HSRA,

Thanks for the work you are doing to bring HSR to California.

I know you've received numerous complaints about the Bakersfield City Council's F St proposal. In the words of a former city councilmember, "the City Council does not represent the people of Bakersfield." It's an unfortunate truth that we residents are all coming to terms with as we watch this debacle unfold.

B001-1

The EIR process has been rushed, leading to a station area EIR with numerous issues that need to be dealt with. Source data is missing, area impact numbers are wrong, cost estimates are flawed, and the station location and design is offensively inadequate. The review process was hushed and rushed. The Council doesn't want people to understand the proposals, because it knows people won't stand for it. They are not doing their jobs as elected officials.

B001-2

It is unacceptable if the current EIR moves forward. Please totally reject it (as the whole F St design and plan goes against the guiding principles that CA's HSR is intended to be built upon), or at least force the City Council to fix the flaws and inaccuracies of the document. I would prefer the former, as it will save the people of Bakersfield months of frustration

B001-2

and hundreds of thousands of dollars.

Thank you for your consideration,

Jonathan E Yates

EIR/EIS Comment : Yes

Official Comment Period : Yes

Response to Submission B001 (Jonie Yates, January 16, 2018)

B001-1

Refer to Standard Response FB-LGA-Response-GENERAL-02: Public Outreach.

The commenter expresses opinions about source data, impact numbers, cost estimates, station location, and station design. These comments are noted, but a response is not possible as the commenter does not provide any examples or specific questions or concerns. The commenter expresses an opinion about the Bakersfield City Council; this last is not related to the environmental document.

The commenter suggests that the Draft Supplemental EIR/EIS is a “station area EIR.” The commenter states that the environmental review process was not advertised and moved too quickly.

The Draft Supplemental EIR/EIS analyzes environmental impacts to the whole F-B LGA alignment from Poplar Avenue north of Shafter to Oswell Street in East Bakersfield, and not just the F Street station area. The Draft Supplemental EIR/EIS went through numerous agency review cycles before publication. Refer to Chapter 9 of the Draft Supplemental EIR/EIS for more details about outreach activities during the development of the environmental document.

According to CEQA §15105(a), “when a draft EIR is submitted to the State Clearinghouse for review by state agencies, the public review period shall not be less than 45 days.” The review period for the Draft Supplemental EIR/EIS was set at 60 days, to allow ample time for review of the document and submission of any comments from the public and agencies.

B001-2

The commenter expresses opinions about the F-B LGA. These opinions are noted. The commenter requests that the Authority force the Bakersfield City Council to revise the Draft Supplemental EIR/EIS. The Authority prepared the Draft Supplemental EIR/EIS, and while the City of Bakersfield requested and aided in the development of an alternative to the May 2014 Project, the City did not provide any analysis for the Draft Supplemental EIR/EIS.

Submission B002 (Todd Turley, AgReserves, Inc., January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #329 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Business and/or Organization
Interest As : Business and/or Organization
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Todd
Last Name : Turley
Professional Title : Land & Govt. Affairs Manager
Business/Organization : AgReserves, Inc.
Address :
Apt./Suite No. :
City :
State : CA
Zip Code :
Telephone : 661-240-5749
Email : tturley@svfnuts.com
Email Subscription :
Cell Phone : 661-910-4286
Add to Mailing List :
Stakeholder Comments/Issues :

Attachments :

329_AgReserves_email_011618_Attachment.pdf (152 kb)

To Whom It May Concern:

We appreciate this opportunity to comment on the Draft Supplemental EIR/EIS for the Fresno to Bakersfield Project Section. Please find attached our comment letter from Farmland Reserve, Inc. We look forward to receiving a response to our comments from the California High-Speed Rail Authority and further discussion on the issues raised.

Best regards,

Todd Turley
AgReserves, Inc.
Land & Govt. Affairs Manager
(661) 240-5749 (work)
(661) 910-4286 (cell)

This e-mail and any attached files are confidential. If you are not the intended recipient, please delete this message immediately; Any use, retention, dissemination, forwarding, printing, or copying of this e-mail is strictly prohibited.

EIR/EIS Comment : Yes
Official Comment Period : Yes

Submission B002 (Todd Turley, AgReserves, Inc., January 16, 2018) - Continued

Farmland Reserve, Inc.

79 South Main Street, Suite 1000
Salt Lake City, UT 84111-1945
(801) 715-9100

15443 Beech Ave.
Wasco, CA 93280
(661) 391-9000

January 15, 2018

VIA MAIL AND EMAIL

Attn: Draft Supplemental EIR/EIS for the Fresno to Bakersfield Project Section
California High-Speed Rail Authority
770 L Street
Suite 620 MS-1
Sacramento, CA 95814
Fresno_Bakersfield@hsr.ca.gov

RE: Comments to Draft Supplemental EIR/EIS for the Fresno to Bakersfield Project Section

To Whom It May Concern:

Farmland Reserve, Inc., is an agricultural company with prime farmland and other production and processing assets in Kern County. We support the originally approved BNSF alignment and oppose the proposed "Fresno to Bakersfield Locally Generated Alternative" alignment.

B002-1

The proposed alignment of the "Fresno to Bakersfield Locally Generated Alternative" (the "F-B LGA") presented in the above-referenced Draft Supplemental EIR/EIS bifurcates FRI property located along Burbank Avenue within the jurisdictional limits of the City of Shafter.

The FRI land and other impacted land in the area are classified as some of the richest farmland in the world. These rich San Joaquin Valley soils, coupled with ideal climatic conditions and a superb water supply (North Kern Water Storage District, "NKWSD", with strong Kern River water rights), provide the most ideal pistachio production lands available anywhere. In fact, these lands strongly contribute to Kern County's standing as California's leading pistachio producer and its rank among the top three agricultural counties in the state. Cutting into this prime farmland should weigh heavily on the decision of placement of tracks. The unique swath of land being directly and permanently impacted by the rail alignment simply cannot be replaced.

B002-1

Nevertheless, if the F-B LGA is ultimately selected as the preferred alternative and the Supplemental EIR/EIS is certified, a primary objective should be to minimize the loss of prime farmland. We strongly urge the Authority to take deliberate steps to mitigate such detrimental effects.

B002-2

Accordingly, we recommend that the California High-Speed Rail Authority implement the following in the design of the rail alignment and related facilities so that farming can continue on some or all of what will be left of the FRI land that will be isolated between the proposed alignment and Burbank Avenue:

- Address safety and logistical concerns by providing:
 - At least two additional "ag undercrossings" at the locations identified in the attached map.
 - Minimum size requirements to be determined.
 - Additional "harvest roads" necessary due to the bifurcation
 - Minimum size requirements to be determined.
- Resolve all irrigation issues created by the bifurcation
 - Re-engineer and build irrigation system with capacities to match existing system
 - Build reservoir(s) and lift system(s) and all other water systems and facilities as deemed necessary
 - Provide "utility sleeves" (at sufficient size) to serve the bifurcated section
 - Provide facilities as necessary (i.e. pumps, pipelines, etc...) to maintain access to NKWSD supplies

While we oppose the proposed F-B LGA alignment, we appreciate this opportunity to comment on the Draft Supplemental EIR/EIS for the Fresno to Bakersfield Project Section and look forward to further opportunities to discuss the needs raised in this letter. Any inquiries should be directed to Todd Turley, Land & Governmental Affairs at the Wasco address shown above or by email at: tturley@ari-slc.com.

Sincerely,



Daryl Wilkendorf
Executive Vice President

Response to Submission B002 (Todd Turley, AgReserves, Inc., January 16, 2018)

B002-1

The Central Valley of California is one of the most productive agricultural areas in the world. As described in Section 3.14 of the Draft Supplemental EIR/EIS, the project would have a direct effect on agricultural production through conversion of agricultural land to a transportation use, disruption of agricultural operations in Kern County, and a resultant indirect effect on the agricultural economy. Under the May 2014 Project, approximately 485 acres of prime farmland would be converted to a transportation-related use as a result of the project. Under the F-B LGA, approximately 372 acres of farmland, of which 370 acres are prime farmland, would be converted to a transportation-related use as a result of the project. This would result in the permanent loss of these agricultural lands, which the Draft Supplemental EIR/EIS identifies as a significant impact under CEQA. (Note that the Fresno to Bakersfield Section Final EIR/EIS also identified this impact as significant pursuant to NEPA.) Kern County has about 2.7 million acres of farmland, including about 597,771 acres of prime farmland (California Department of Conservation 2015). Nonetheless, the overall impact of the project on agricultural land in the San Joaquin Valley (including Kern County) is identified as a significant adverse impact (see Tables 3.14-10 and 3.14-11 of the Draft Supplemental EIR/EIS) and as contributing to cumulative farmland loss in the San Joaquin Valley.

To mitigate this impact, the Authority will utilize the services of the Department of Conservation's Farmland Conservancy Program to identify suitable agricultural land for permanent preservation through the purchase of conservation easements from willing sellers (see AG-MM#1 in Section 3.14.7 of the Fresno to Bakersfield Section Final EIR/EIS). The Authority has negotiated a contract with the Department of Conservation for this purpose and provided initial funding for agricultural land mitigation in the Merced to Fresno and Fresno to Bakersfield sections. As identified in the scope of work for that contract, the Authority and the Department of Conservation will develop selection criteria for the easements that will include, but not be limited to, the requirements in Public Resources Code section 10252, including the prioritization of easements on lands adjacent to other protected agricultural lands or that provide greenbelts or urban separators that have the added benefit of limiting urban sprawl. This mitigation measure will lessen the impact, but the Fresno to Bakersfield Section Final EIR/EIS recognizes that the converted farmland will be permanently lost for the production of agricultural commodities.

B002-1

In total, Kern County in the Fresno to Bakersfield Section accounted for about \$6.8 billion of the total \$47.1 billion (or about 14 percent) of the agricultural revenue generated in the state in 2015 (CDFA 2015). The project would have an effect on agricultural production through its conversion of agricultural land and effects on infrastructure (including access roads). It is expected that some of this production would relocate elsewhere within the San Joaquin Valley. Relocation would depend upon a number of variables, including the desires of the displaced farm owners, and cannot be accurately predicted. In some cases, production could not be easily replaced given the limited availability of suitable replacement lands or difficulties related to permitting necessary to continue production at a new site.

Some relocated agricultural production would take time to re-establish full production levels. In addition, any reduced agricultural production would have an additional multiplier effect on the region's economy and could affect businesses involved in agricultural services, food processing, and the transportation of goods (see Section 3.12 of the Fresno to Bakersfield Final EIR/EIS). In order to address this concern, the Final EIR/EIS included a commitment (see Section 3.14.6, Project Design Features) to assign a representative to act as a single point of contact to assist each confined animal facility owner during the process of obtaining new or amended permits or other regulatory compliance necessary to the continued operation or relocation of the facility. For information on relocation assistance, see Section 3.12 of the Fresno to Bakersfield Section Final EIR/EIS (Socioeconomics, Communities, and Environmental Justice) and FB-Response-SO-01 of the Fresno to Bakersfield Section Final EIR/EIS.

The project must also adhere to California Relocation Assistance Act requirements, which are discussed in Appendix 3.12-A of the Final EIR/EIS. Information about acquisition, compensation, and relocation assistance is also available on the Authority's website. Even with this assistance there would be potential for temporary disruption to agricultural operations as production is reallocated between owners, where severed parcels are transferred to adjoining owners, and as facilities are relocated. Related economic sectors, such as processing facilities, could also experience some short-term multiplier effects from reduced production.

Response to Submission B002 (Todd Turley, AgReserves, Inc., January 16, 2018) - Continued

B002-1

Employment

Employment in the agricultural sector accounted for about 16 percent of the total industry employment in 2013 in Kern County (see Section 3.12.3 of the Draft Supplemental EIR/EIS). The conversion of agricultural land could result in a reduction in the number of farm workers, who could be negatively affected if the acquisition were to result in permanent job losses or they were unable to find work on another farm or industry in the region. This effect would be minimized if the agricultural production were to relocate elsewhere in the region. Although Kern County has policies to protect agricultural lands, according to the California Department of Conservation farmland conversion data, conversions of Important Farmland continue to occur. Kern County reported a 13,970 acre reduction in Important Farmland between 2008 and 2014 (California Department of Conservation 2014b). Population growth and the associated pressure for rural, small ranches, and urban development primarily drive the loss of Important Farmland. More recently, the trend to situate solar photovoltaic facilities on agricultural lands has reduced the total number of Important Farmland acres. In addition, the Kern County Council of Governments 2014 RTP/SCS forecasts the addition of 602,900 residents by 2040 (2014-2040 planning period). As a result, Important Farmland loss from urban expansion is expected to convert approximately 24 square miles. Nevertheless, this is less than two percent of Important Farmland and 1/10th the conversion compared to the previous 22 years. This substantially lower rate of farmland conversion is largely due to local government efforts to balance urban expansion with the conservation of economically viable farmland (Kern County Council of Governments 2014).

Road Closures

In addition to the permanent property acquisitions, the project would also result in road closures where the alignment would be at-grade. Permanent road closures resulting from the project were examined to identify potential effects on regional access for agricultural operations (please see Section 3.14.4 of the Draft Supplemental EIR/EIS). The potential effects from restriction in regional access include increased costs to operations and increased difficulties in moving workers and equipment to cultivate and harvest fields and deliver products to processing facilities and markets. There would be a total of 10 road closures as a result of the F-B LGA, 6 of which would be in rural areas and therefore could potentially impact agricultural operations. However, for the May

B002-1

2014 Project and the F-B LGA, the road closures associated with the project would be dispersed and detours to alternative routes or alternative property access would be approximately 2 miles long or less. As a result, regional access for agricultural operations (e.g., moving workers and equipment to cultivate and harvest fields and deliver products to processing operations and markets) is not expected to be restricted.

Impacts to Individual Agricultural Operations

The HSR project in the Fresno to Bakersfield Section would adversely affect individual farms and other agricultural operations. Construction of the HSR System would result in disruption to or removal of existing infrastructure such as buildings and other structures, pumps and wells, reservoirs/tailwater ponds, irrigation systems (including distribution lines, canals, and gravity flow systems), power supplies, and access. The Authority and FRA are sensitive to the importance of these disruptions to agricultural operations, including the acquisition of all or a portion of infrastructure needed for agricultural operations. The Authority will acquire right-of-way for the high-speed rail project in accordance with the Uniform Relocation Act (42 U.S.C. Ch. 61). The Uniform Relocation Act establishes minimum standards for treatment and compensation of individuals whose real property is acquired for a federally funded project. For more information on the Uniform Relocation Act, see Chapter 3.12 of the Fresno to Bakersfield Section Final EIR/EIS (Socioeconomics, Communities, and Environmental Justice) and FB-Response-SO-01 of the Fresno to Bakersfield Section Final EIR/EIS. The project must also adhere to California Relocation Assistance Act requirements, which are discussed in Appendix 3.12-A of the Fresno to Bakersfield Section Final EIR/EIS. Information about acquisition, compensation, and relocation assistance is also available on the Authority's website.

B002-2

This comment suggests specific design amendments related to the Farmland Reserve, Inc. (FRI) property. The commenter requests that the Authority accommodate at least "two additional 'ag undercrossings'"; however, the map referenced in the commenter's letter was not included as an attachment. As discussed in Section 2.4.5.1 of the Draft Supplemental EIR/EIS, "over crossings or undercrossings for the Fresno to Bakersfield Section would be provided approximately every 1 mile or less in many locations due to existing roadway infrastructure." In proximity to the FRI parcels, "(r)oad closures would

Response to Submission B002 (Todd Turley, AgReserves, Inc., January 16, 2018) - Continued

B002-2

occur at Orange Avenue E and at Mendota Road (a private road)" (Section 2.6 of the Draft Supplemental EIR/EIS). However, access surrounding the FRI properties would be maintained at the Cherry Avenue and Driver Road undercrossings.

The commenter also suggests that additional "harvest roads" would be required as a result of the bifurcation. It is unclear if the commenter is suggesting that the "harvest roads" would be entirely internal to the remnant parcel(s), or if the "harvest roads" would be secondary "ag undercrossings" similar to those referenced above. Consistent with Section 2.4.5.1 of the Draft Supplemental EIR/EIS, undercrossings would be provided in proximity to the FRI parcels to facilitate continued mobility for farm operations.

The commenter also suggests that all irrigation issues created by the parcel severance will need to be resolved. Implementation of PUE-IAMM#1: Minimization of Utility Interruption requires that when relocating an irrigation facility is necessary, if feasible the Contractor will provide a new operational facility prior to disconnecting the original facility. The commenter requests that the Authority re-engineer and build the irrigation system with capacities to match the existing system. In accordance with PUE-IAMM#1, the Contractor would provide new irrigation facilities, as feasible, prior to disconnecting the existing service.

The Draft Supplemental EIR/EIS includes an analysis of the feasibility of continued agricultural activity on remnant parcels along the alignment. As noted under Impact AG#5, Effects on Agricultural Land from Parcel Severance, parcel severance could cause hardship to irrigation systems. The Authority would work with irrigation districts and landowners to protect irrigation systems as they intersect HSR. During the right-of-way acquisition process, the Authority's right-of-way agents will work with each affected property owner to address issues of concern.

Submission B003 (Michael Kennedy, Bethel Christian School, January 17, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #368 DETAIL

Status : Action Pending
Record Date : 1/17/2018
Response Requested :
Affiliation Type : Business and/or Organization
Interest As : Business and/or Organization
Submission Date : 1/17/2018
Submission Method : Project Email
First Name : Michael
Last Name : Kennedy
Professional Title : Principal
Business/Organization : Bethel Christian School
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City :
State :
Zip Code :
Telephone :
Email : mikeakennedy@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

B003-1 | There is legal obligation to include the attached PDF file/letter as an official comment to the Draft Supplemental EIR/EIS for the Fresno to Bakersfield Project Section.

In addition, please add this documentation to the existing Administrative Record for Case No.34-2014-80001864, as it was submitted on behalf of the church-school in the STB Petition.

Regards,
Michael Kennedy, Principal (M.Ed.L.)
Bethel Christian School

Sent from my iPhone
EIR/EIS Comment : Yes
Official Comment Period : No
Attachments : 368_Kennedy_email_011618_Attachment.pdf (423 kb)

DAVID G. VALADAO
21ST DISTRICT, CALIFORNIA
WWW.VALADAO.HOUSE.GOV



UNITED STATES
HOUSE OF REPRESENTATIVES

November 7, 2014

COMMITTEE ON APPROPRIATIONS
SUBCOMMITTEE ON AGRICULTURE,
RURAL DEVELOPMENT,
FOOD AND DRUG ADMINISTRATION
SUBCOMMITTEE ON INTERIOR
AND THE ENVIRONMENT
SUBCOMMITTEE ON MILITARY
CONSTRUCTION AND VETERANS AFFAIRS

The Honorable Daniel R. Elliott III, Chairman
Surface Transportation Board
395 E Street SW, Suite 100
Washington, DC 40423-0001

RE: California High-Speed Rail Authority: Petition for Declaratory Order

Dear Chairman Elliott,

We are writing in opposition to the petition filed by the California High-Speed Rail Authority (CHSRA) on October 9, 2014, in which CHSRA requested that the Surface Transportation Board issue a declaratory order concerning the availability of injunctive remedies under the *California Environmental Quality Act* (CEQA).

As Members of Congress representing California's Central Valley, we want to make sure the high speed rail project is thoroughly reviewed in all areas and that all applicable laws are followed. The proposed route from Fresno to Bakersfield crosses many diverse environments, including agricultural farmland and tribal lands, and will affect millions of people who call the Central Valley home. Given the location and the potential consequences of the high speed rail project, we feel it is critical that our constituents in the Valley be able to appropriately review the project's impact on their community and that the appropriate remedies be made available to them. With multiple lawsuits working their way through our State's judicial system on this very issue, the CHSRA's petition is an attempt to end-run around California's environmental protection laws, thereby denying our constituents the opportunity to participate in the regulatory process and fully exercise their legal rights.

This project has changed drastically from what was promised to voters, and this is another attempt by the CHSRA to skirt the law. On behalf of our constituents, we urge you to reject the CHSRA's petition and require CHSRA to adhere to state and federal laws, as well as any judicial determinations, as it continues to develop and construct high speed rail in California.

Sincerely,

David G. Valadao
Member of Congress

Jeff Denham
Member of Congress

Kevin McCarthy
Member of Congress

Devin Nunes
Member of Congress

101 NORTH IRWIN STREET
SUITE 1108
HANFORD, CA 93230
(559) 562-5526

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WASHINGTON, DC 20515
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SUITE 2508
BAKERSFIELD, CA 93301
(661) 864-7736

Response to Submission B003 (Michael Kennedy, Bethel Christian School, January 17, 2018)

B003-1

Refer to Standard Response FB-LGA-Response-GENERAL-03: Response to Comments Received After the Close of the Public Comment Period.

The commenter has provided a file/letter (PDF) as an attachment to the comment submittal and indicates there is legal obligation to include the file as an official comment to the Draft Supplemental EIR/EIS.

The Authority has reviewed and considered the file/letter that was included with the comment. The file consists of a letter dated November 7, 2014 and addressed to the Surface Transportation Board (STB) from Congressmen David Valadao, Jeff Denham, Kevin McCarthy, and Devin Nunes. The letter voices opposition to the Authority's October 9, 2014 petition requesting a declaratory order concerning the availability of injunctive remedies under CEQA. The letter also references concerns that stakeholders have not had the opportunity to review the impacts associated with the Fresno to Bakersfield Section of the HSR Project.

The decision related to the petition referenced in the letter is located on the STB's website:
<https://www.stb.gov/decisions/readingroom.nsf/cac42df635267da4852572b80041558c/8247a0ee7e3897ff85257dac007ccf08?OpenDocument>.

As discussed in Chapter 9 of the Draft Supplemental EIR/EIS, and detailed below, the Authority has provided sufficient public and agency outreach as part of the Supplemental EIR/EIS process, as well as opportunities for public involvement and comment. The public involvement and outreach included preparation and distribution of informational materials such as fact sheets, informational meetings and open houses, public and agency scoping meetings and hearings, meetings with individuals and groups, workshops regarding the F-B LGA, and briefings to interested and/or affected stakeholders.

The Fresno to Bakersfield Section Draft Supplemental EIR/EIS was circulated for 60 days as required by CEQA (CEQA Guidelines §15080-15088). The CEQA Guidelines provide:

B003-1

"The public review period for a draft EIR shall not be less than 30 days nor should it be longer than 60 days except under unusual circumstances. When a draft EIR is submitted to the State Clearinghouse for review by state agencies, the public review period shall not be less than 45 days, unless a shorter period, not less than 30 days, is approved by the State Clearinghouse" (14 C.C.R. 15105).

Likewise, Section 13(c)(9) of the FRA Procedures for Considering Environmental Impacts provides:

"The draft EIS shall be made available for public and agency comment for at least 45 days from the Friday following the week the draft EIS was received by EPA. The time period for comments on the draft EIS shall be specified in a prominent place in the document, but comments received after the stated time period expires should be considered to the extent possible" (64 FR 101, page 28545, May 26, 1999).

The Authority and FRA believe the time provided was sufficient for the public to review and provide comments on the Fresno to Bakersfield Section Draft Supplemental EIR/EIS. A formal public hearing was held in Bakersfield on December 19, 2017, at which written and verbal comments were accepted on the Draft Supplemental EIR/EIS.

Per the requirements set out by the CEQA Guidelines 15086 and 15087, the Authority and FRA provided widespread notice of the availability of the Draft Supplemental EIR/EIS to ensure that members of the public and local, state and federal agencies had the opportunity to review and provide comments. The Authority and FRA provided broad notice of the availability of the Draft Supplemental EIR/EIS in the following ways: by mailing a notice to all individuals/organizations that requested notice in writing and publication in newspaper(s) of general circulation; by direct mailing to owners/occupants of property within 300 feet of the F-B LGA footprint and the May 2014 Project footprint; via direct mailing to agencies, elected officials, tribes, etc.; via direct mailing to those on the project mailing list; by submitting copies to the State Clearinghouse for state agency review; and via publication in the federal register. The Authority and FRA provided access to the Draft Supplemental EIR/EIS in the following ways: the entire Draft Supplemental EIR/EIS, Volumes I through III, were made available on the Authority's website; CDs containing these documents were made available to anyone who

Response to Submission B003 (Michael Kennedy, Bethel Christian School, January 17, 2018) - Continued

B003-1

requested them (in writing), free of charge; and CDs and printed copies were made available in public libraries in the vicinity of the affected alignments and the Authority offices. The Authority and FRA facilitated awareness of the availability of the Draft Supplemental EIR/EIS in the following ways: by providing information during monthly agency meetings and regular consultations; by holding general public meetings, as well as individual meetings with stakeholders; by holding a public hearing during the 60-day review period for the Draft Supplemental EIR/EIS; and by using mailed announcements.

Chapter 10 of the Draft Supplemental EIR/EIS lists the agencies, Native American tribes, elected officials, and organizations and businesses that were provided mailed notice of the availability of the document. Between November 3 and November 9, 2017, the Authority published a press release in all major newspapers in the area advising the public of the availability of the Draft Supplemental EIR/EIS on the Authority's website. The Authority used the County Assessors' rolls in Kern County to identify and provide notice to owners of land affected or within a 300-foot buffer of the May 2014 Project and F-B LGA footprints.

The public was given the opportunity to comment in any of several ways. Comments could be submitted to the Authority and FRA by card or letter (including cards and letters submitted at the public hearing), verbally at the public hearing, and by means of e-mail. The Authority and FRA have considered comments received after January 16, 2018 on the Draft Supplemental EIR/EIS. These comments are reproduced here in Chapters 20 through 26 of this Final Supplemental EIR. A total of approximately 290 submission letters (a submission letter by an individual or organization could consist of one or multiple comments) were submitted on the Draft Supplemental EIR/EIS. These submissions were provided via e-mail, via mailed letters, and via the Authority's website.

Public and agency outreach included notification and circulation of the Draft Supplemental EIR/EIS. Refer to Chapter 9 of the Draft Supplemental EIR/EIS (Public and Agency Involvement), which describes the public and agency involvement efforts conducted during the preparation, and after publication, of the Draft Supplemental EIR/EIS. Table 9-1 lists the agency and public meetings held as part of the Authority's outreach efforts associated with the F-B LGA development process. Table 8-1 of the Fresno to Bakersfield Section Final EIR/EIS lists the agency and public meetings held

B003-1

as part of the Authority's outreach efforts through the publication of the Fresno to Bakersfield Section Final EIR/EIS.

The Notice of Availability, which was distributed initially on November 9, 2017 and then, in corrected form on November 17, 2017, included notice of the December 19, 2017 Public Hearing and was mailed to schools, elected officials, stakeholders, agencies, and tribes. It was also mailed to owners and residents within 300 feet of the May 2014 Project and F-B LGA project footprints and to anyone who had requested to be notified. Finally, the NOA was published in 10 newspapers with circulation in the project area. The table below shows the names of publications and the dates the NOA was published.

Table 1: NOA Newspaper Publications	
Publication	
Initial Publication Date	
Second Publication Date	
1	
<i>Bakersfield Californian</i>	
11/9/2017	
11/17/2017	
2	

Response to Submission B003 (Michael Kennedy, Bethel Christian School, January 17, 2018) - Continued

B003-1

<i>Bakersfield.com</i>
11/09/2017-11/15/2017
11/15/2017
3
<i>El Popular</i>
11/3/2007
11/17/2017
4
<i>Fresno Bee</i>
11/9/2017
11/17/2017
5
<i>Hanford Sentinel</i>
11/9/2017

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11/17/2017
6
<i>Vida en el Valle</i>
11/8/2017
11/22/2017
7
<i>Corcoran Journal</i>
11/9/2017
11/15/2017
8
<i>Delano Record</i>
11/9/2017
11/23/2017
9
<i>Wasco Tribune</i>

Response to Submission B003 (Michael Kennedy, Bethel Christian School, January 17, 2018) - Continued

B003-1

11/8/2017
11/22/2017
10
<i>Shafter Press</i>
11/8/2017
11/22/2017
3
<i>El Popular</i>
11/3/2007
11/17/2017

In addition to publishing the notice in local newspapers, the Authority posted the NOA on the Fresno to Bakersfield project section webpage with a link from the Authority's homepage. The Authority also issued a press release on November 9, 2017 with the specific hearing information to media outlets in the Central Valley and an email list of 8,789 unique email addresses.

B003-1

The FRA published a notice about the public hearing scheduled for December 19, 2017 in Bakersfield. The webpage was made available to the public on November 17, 2017 at: <https://www.fra.dot.gov/Page/P1072>. The U.S. Environmental Protection Agency also published a notice about the availability of the Draft Supplemental EIR/EIS from the FRA on November 17, 2017.

Public meetings were announced through direct mail to those in the project database, advertisements in local newspapers, email notices, and postings on the Authority's website. Meeting notices were also delivered to key stakeholder groups to display at public counters/bulletin boards. Direct mailed notices for public meetings were in English and Spanish or contained a toll-free phone number for Spanish speakers to call. Emailed notices for public meetings were in English and Spanish. American sign language interpreters were available at the Draft Supplemental EIR/EIS Public Hearing.

For further detail of the public meetings held during the preparation of the Draft EIR/EIS and the RDEIR/SDEIS, refer to FB-Response-GENERAL-16 in the Fresno to Bakersfield Section Final EIR/EIS.

Furthermore, various publications and materials were developed in English and Spanish and made available at public meetings, activity centers, information tables, and the Authority's website, including the Fresno-Bakersfield High-Speed Rail Fact Sheet, Statewide High-Speed Rail Fact Sheets, F-B LGA Fact Sheet, F-B LGA Frequently Asked Questions, Fresno to Bakersfield Frequently Asked Questions, Right-of-way Fact Sheets, "Your Property, Your High-Speed Rail Project," and the Permit to Enter fact sheet regarding field studies for various environmental disciplines. In addition, the Authority website includes information about HSR, the proposed HSR route, the Authority's Revised Business Plans (Authority 2012a, 2014, 2016), newsletters, press releases, board of directors meetings, recent developments, status of the environmental review process, Authority contact information, and related links.

The Authority will continue to coordinate with private and public sectors during the environmental process and subsequent phases of the project (right-of-way acquisition, regulatory permitting, final design, etc.) in order to address concerns and resolve issues. The Authority will include the letter provided with the comment in the Administrative Record for the Final Supplemental EIR.

Submission B004 (Michael Kennedy, Bethel Christian School, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #369 DETAIL

Status : Action Pending
Record Date : 1/17/2018
Response Requested :
Affiliation Type : Business and/or Organization
Interest As : Business and/or Organization
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Michael
Last Name : Kennedy
Professional Title : Principal
Business/Organization : Bethel Christian School
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : mikeakennedy@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

B004-1 | There is legal obligation to include the attached PDF file/letter as an official comment to the Draft Supplemental EIR/EIS for the Fresno to Bakersfield Project Section.

In addition, please add this documentation to the existing Administrative Record for Case No.34-2014-80001864, as it was submitted on behalf of the church-school and other impacted organizations.

Regards,
Michael Kennedy, Principal (M.Ed.L.)
Bethel Christian School

Sent from my iPhone
EIR/EIS Comment : Yes
Official Comment Period : Yes
Attachments : 369_Kennedy_email_011618_Attachment.pdf (2 mb)

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0006
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FAX (916) 319-2106
DISTRICT OFFICE
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SAN RAFAEL, CA 94903
(415) 479-4920
FAX (415) 479-2123
<http://democrats.assembly.ca.gov/members/a06>

Assembly
California Legislature
JARED HUFFMAN
ASSEMBLY MEMBER, SIXTH DISTRICT

COMMITTEES
CHAIR, WATER, PARKS AND
WILDLIFE
BUDGET
JUDICIARY
NATURAL RESOURCES
UTILITIES AND COMMERCE
BUDGET SUBCOMMITTEE NO.3
ON RESOURCES

August 16, 2012

The Honorable Darrell Steinberg
President Pro Tempore, California State Senate
California State Capitol
Sacramento, CA 95814

The Honorable John Perez
Assembly Speaker, California State Assembly
California State Capitol
Sacramento, CA 95814

Dear President Pro Tempore Steinberg and Assembly Speaker Perez:

We are writing to express our concerns about proposals that are circulating to weaken California's most important environmental law, the California Environmental Quality Act (CEQA), in the final days of this legislative session. We urge you to oppose any proposal to create significant new exemptions or otherwise re-write CEQA in the days ahead.

Like many important laws, CEQA is not perfect and could probably be improved while retaining its many benefits – but only if such improvements are undertaken in a good faith process and are crafted very carefully. Unfortunately, the proposals we have seen and heard about reflect major changes that have not been vetted and are being advanced by special interests in an end-of-session power play. In rejecting these proposals, we urge you to give this issue the serious, thoughtful and transparent deliberation it deserves by convening a CEQA stakeholder working group with the goal of identifying improvements that can be the subject of hearings and legislative action next year.

As you know, this 42-year old law has made countless projects better by requiring consideration of environmental impacts. It has protected communities from pollution and allowed citizens to have a voice in decisions affecting their neighborhoods, public health, and quality of life. The protections CEQA affords are too important to change without careful, thoughtful analysis and review by stakeholders, the public, and a full, deliberative legislative process.


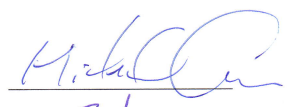

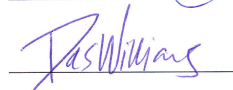
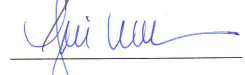
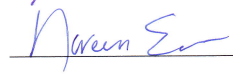
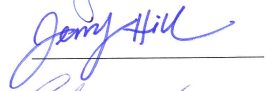
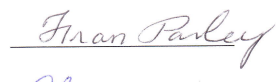
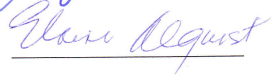



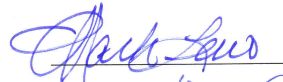
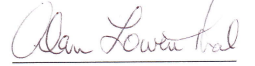
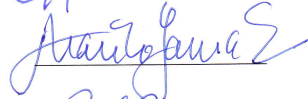
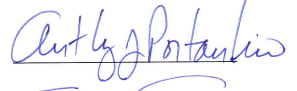


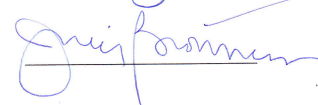
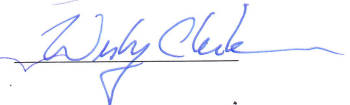
Toward that end, we stand ready to work with you on thoughtful CEQA improvements. In addition, we understand that the environmental community has already initiated its own process to examine how the law can work better.


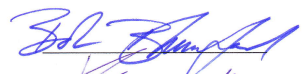

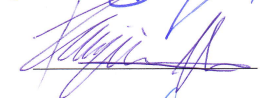
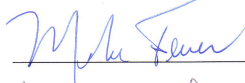
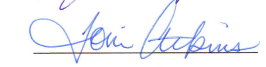
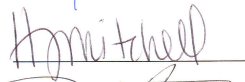
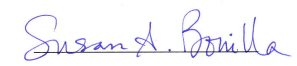


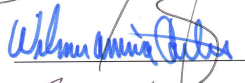
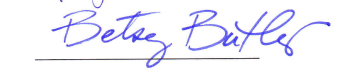
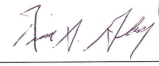
Printed on Recycled Paper

Submission B004 (Michael Kennedy, Bethel Christian School, January 16, 2018) - Continued

We have many big issues yet to consider before adjournment. Thank you for your leadership in preventing any last minute attempts to weaken CEQA.

Sincerely,

Response to Submission B004 (Michael Kennedy, Bethel Christian School, January 16, 2018)

B004-1

The commenter has provided a file/letter (PDF) as an attachment to the comment submittal and indicates there is legal obligation to include the file as an official comment to the Draft Supplemental EIR/EIS.

The Authority has reviewed and considered the letter that was included with the comment. The letter, which is dated August 16, 2013 and addressed to former California State Senator Darrell Steinberg and former California State Assembly Speaker John Perez from former California Assembly Member Jared Huffman, urges opposition of any proposals to weaken CEQA (e.g., by creating significant new exemptions).

The letter is not directly relevant to the Supplemental EIR/EIS; however, the Draft Supplemental EIR/EIS was prepared in full accordance with CEQA and NEPA requirements. This is further described in Chapter 1, Section 1.1.3 of the Draft Supplemental EIR/EIS. The analysis of the F-B LGA was prepared consistent with the analysis that was conducted for the complementary portion of the Preferred Alternative that was identified in the Fresno to Bakersfield Section Final EIR/EIS to provide an apples-to-apples comparison between the F-B LGA and May 2014 Project. The Authority will include the attachment letter in the Administrative Record for the Final Supplemental EIR.

Submission B005 (Michael Kennedy, Bethel Christian School, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #370 DETAIL	
Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	
Affiliation Type :	Business and/or Organization
Interest As :	Business and/or Organization
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Michael
Last Name :	Kennedy
Professional Title :	Principal
Business/Organization :	Bethel Christian School
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	mikeakennedy@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

B005-1 | There is legal obligation to include the attached PDF file/letter as an official comment to the Draft Supplemental EIR/EIS for the Fresno to Bakersfield Project Section.

In addition, please add this documentation to the existing Administrative Record for Case No.34-2014-80001864, as it was submitted on behalf of the church-school in the STB Petition.

Regards,
Michael Kennedy, Principal (M.Ed.L.)
Bethel Christian School

Sent from my iPhone
EIR/EIS Comment : Yes
Official Comment Period : Yes
Attachments : 370_Kennedy_email_011618_Attachment.pdf (631 kb)

STATE CAPITOL
SACRAMENTO, CA 95814
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FAX (916) 651-4016

DISTRICT OFFICES

113 COURT ST., STE. 205
HANFORD, CA 93230
TEL (559) 585-7161
FAX (559) 585-7187

2550 MARIPOSA MALL, STE. 2016
FRESNO, CA 93721
TEL (559) 264-3070
FAX (559) 445-6506

1122 TRUXTUN AVE., STE. 100
BAKERSFIELD, CA 93301
TEL (661) 395-2620
FAX (661) 395-2622

California State Senate

SENATOR
ANDY VIDAK
SIXTEENTH SENATE DISTRICT

COMMITTEES
BANKING AND
FINANCIAL
INSTITUTIONS
GOVERNANCE
AND FINANCE
GOVERNMENTAL
ORGANIZATION
INSURANCE
JUDICIARY

October 27, 2014

The Honorable Daniel R. Elliott III, Chairman
Surface Transportation Board
395 E. Street, S.W. Suite 100
Washington, DC 20423-0001

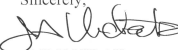
RE: California High-Speed Rail Authority: Petition for Declaratory Order

Dear Chairman Elliott,

As the State Senator who represents Senate District 16, which includes virtually every portion of the proposed High-Speed Rail Fresno-Bakersfield route, I write regarding the petition requesting that your Board issue a declaratory order regarding the availability of injunctive remedies under the California Environmental Quality Act (CEQA).

With several years of knowledge and engagement in this project, I want to make sure that the high-speed rail project goes through all facets of the normal environmental review process. This includes complying with both the National Environmental Policy Act (NEPA) and CEQA and the mitigation requirements any injunctive relief imposed by the courts. The Fresno to Bakersfield route transverses many sensitive wildlife and environmentally sensitive areas of the San Joaquin Valley. Additionally, this proposed alignment will go through historic tribal lands, prime agriculture farmland, and minority communities. Having the Authority go through the CEQA process and ensuring that proper mitigation is provided mandates that the Authority meets the state standards for protection of the environment and the rights of those who will be affected along the proposed route.

This project is fully contained within the borders of the State of California and therefore should be subject to the State's environmental review, in addition to those required under federal law. On behalf of my constituents I urge your board to reject this petition.

Sincerely,

ANDY VIDAK
Senator, 16th District

Response to Submission B005 (Michael Kennedy, Bethel Christian School, January 16, 2018)

B005-1

The commenter has provided a file/letter (PDF) as an attachment to the comment submittal and indicates there is legal obligation to include the file as an official comment to the Draft Supplemental EIR/EIS. The Authority has reviewed and considered the attachment that was included with the comment. The letter, which is dated October 27, 2014 and addressed to the Surface Transportation Board (STB) from California State Senator Andy Vidak, voices opposition to the Authority's October 9, 2014 petition requesting a declaratory order concerning the availability of injunctive remedies under CEQA. The author also requests that the HSR project be subject to all facets of environmental review consistent with NEPA and CEQA requirements.

The decision related to the petition referenced in the letter is located on the STB's website: <https://www.stb.gov/decisions/readingroom.nsf/cac42df635267da4852572b80041558c/8247a0ee7e3897ff85257dac007ccf08?OpenDocument>.

The Draft Supplemental EIR/EIS was prepared in full accordance with CEQA and NEPA requirements. This is further described in Chapter 1, Section 1.1.3 of the Draft Supplemental EIR/EIS. The analysis of the F-B LGA was prepared consistent with the analysis that was conducted for the complementary portion of the Preferred Alternative identified in the Fresno to Bakersfield Section Final EIR/EIS. As described in Section 3.1.3.3 of the Draft Supplemental EIR/EIS, this consistency of methodology ensures an apples-to-apples comparison between the F-B LGA and May 2014 Project and that a Preferred Alternative for this portion of the Fresno to Bakersfield Section is fully analyzed per CEQA and NEPA requirements. The Authority will include the attachment letter in the Administrative Record for the Final Supplemental EIR.

Submission B006 (Michael Kennedy, Bethel Christian School, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #371 DETAIL

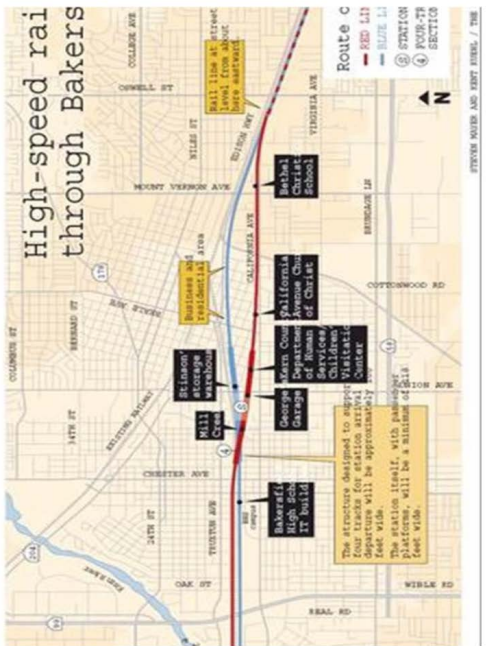
Status : Action Pending
Record Date : 1/17/2018
Response Requested :
Affiliation Type : Business and/or Organization
Interest As : Business and/or Organization
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Michael
Last Name : Kennedy
Professional Title : Principal
Business/Organization : Bethel Christian School
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : mikeakennedy@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

B006-1

There is legal obligation to include the attached JPG files (3 total) as an official comment to the Draft Supplemental EIR/EIS for the Fresno to Bakersfield Project Section.
In addition, please add this documentation to the existing Administrative Record for Case No.34-2014-80001864.
Regards,
Michael Kennedy, Principal (M.Ed.L.)
Bethel Christian School

Sent from my iPhone
EIR/EIS Comment : Yes
Official Comment Period : Yes
Attachments : 371_Kennedy_email_011618_Attachment.pdf (324 kb)

IMG_5072.jpg (730x990)



http://cahsr.pbcommentsense.com/pbcs/files/41/InboxEmail/50773/78247/IMG_5072.jpg [1/17/2018 9:55:58 PM]

Submission B006 (Michael Kennedy, Bethel Christian School, January 16, 2018) - Continued

IMG_5073.jpg (663x981)

Community Noise: Guideline values I

Environment	Critical effect	L_{eq} [dBA]	Time base [h]	L_{max} [dBA]
Bedroom	Sleep disturbance	30	8	45
Dwelling room	Annoyance	50	16	-
Outdoor (day)	Speech interference	55	16	-
School classroom	Serious annoyance	35	6	-

http://cahsr.pbcommentsense.com/pbcs/files/41/InboxEmail/50773/78248/IMG_5073.jpg[1/17/2018 9:59:08 PM]

IMG_5074.jpg (654x870)

Kern County Code (Section 8.36.020 et seq.)

Kern County. The Noise Control Ordinance in the Kern County Code (Section 8.36.020 et seq.) prohibits a variety of nuisance noises, but does not specifically mention construction or related noise. However, the Kern County General Plan Noise Element (2004) establishes 65 dBA maximum Day-Night Average Noise Level (L_{dn}) as being considered compatible with residential uses or development.

http://cahsr.pbcommentsense.com/pbcs/files/41/InboxEmail/50773/78249/IMG_5074.jpg[1/17/2018 10:03:24 PM]

Response to Submission B006 (Michael Kennedy, Bethel Christian School, January 16, 2018)

B006-1

Refer to Standard Response FB-LGA-Response-N&V-01: Schools, FB-LGA-Response-N&V-02: General Assessment Methodology Concerns - Use of FRA Methodology/Criteria.

The commenter has provided three JPG files as an attachment to the comment submittal and indicates there is a legal obligation to include the file as an official comment to the Draft Supplemental EIR/EIS. The Authority has reviewed and considered the attachments that were included with the comment. The first attachment (Attachment A) presumably shows an HSR alignment evaluated in the Fresno to Bakersfield Section EIR/EIS in relation to various uses in Bakersfield, including the First Free Will Baptist Church and Bethel Christian School. The second attachment (Attachment B) is an unsourced diagram showing Community Noise Guidelines and noise values for various environments (including bedrooms, dwelling rooms, outdoor [day], and school classroom). The third attachment (Attachment C) provides language from Section 8.36.020 of the Kern County Code referencing the County's Noise Control Ordinance.

Attachment A does not specifically pertain to the F-B LGA analyzed in the Draft Supplemental EIR/EIS. Potential impacts associated with the F-B LGA have been discussed throughout Chapter 3 of the Draft Supplemental EIR/EIS. Refer to Section 3.2.4.3 for an analysis of transportation and safety impacts on schools; Section 3.3.5.1 for the air quality impacts on sensitive receptors, including schools; Section 3.4.4.2 for a discussion of impacts on noise-sensitive receivers, including schools; Section 3.5.4.2 for an analysis of electromagnetic fields and electromagnetic interference impacts on schools; Section 3.10.3.2 for the hazardous materials impacts on schools; Section 3.11.3.2 for an analysis of safety and security impacts associated with schools; Section 3.12.4.2 for a discussion of impacts to community facilities, including schools; and Section 3.16.3.2 for an analysis of visual quality effects to schools.

Attachment B reflects unsourced noise standards for various environments. Section 3.4.2.3 of the Draft Supplemental EIR/EIS describes the impact assessment guidance and noise thresholds used to assess impacts associated with the F-B LGA. This methodology is consistent with the noise impact methodology in the Fresno to Bakersfield Section Final EIR/EIS, as well as federal, state, and local laws, regulations,

B006-1

and orders relevant to noise and vibration described in Section 3.4.1 of the Draft Supplemental EIR/EIS.

Attachment C, which reflects the Kern County Noise Control Ordinance, was considered as part of the analysis of potential noise impacts in the Draft Supplemental EIR/EIS and is discussed in Appendix B of the Noise Technical Report for the Fresno to Bakersfield Section EIR/EIS. As portions of the alignment traverse through unincorporated Kern County land, the regulations of the Kern County code have been considered in the preparation of the Draft Supplemental EIR/EIS (refer to Section 3.4.1.3 of the Draft Supplemental EIR/EIS).

The Authority will include the attached JPG files in the Administrative Record for the Final Supplemental EIR.

Submission B007 (Michael Kennedy, Bethel Christian School, January 17, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #372 DETAIL

Status : Action Pending
Record Date : 1/17/2018
Response Requested :
Affiliation Type : Business and/or Organization
Interest As : Business and/or Organization
Submission Date : 1/17/2018
Submission Method : Project Email
First Name : Michael
Last Name : Kennedy
Professional Title : Principal
Business/Organization : Bethel Christian School
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : mikeakennedy@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

Sent from my iPhone

EIR/EIS Comment : Yes

Official Comment Period : Yes

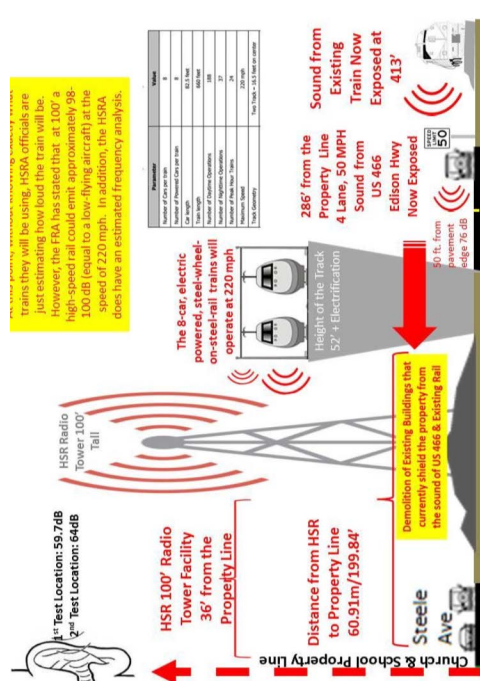
Attachments : 372_Kennedy_email_011618_Attachment.pdf (515 kb)
 372_BethelChrstianSchl_email_011618_Original.pdf (512 kb)

B007-1

There is legal obligation to include the attached JPG files (6 total) from Robert Andres as an official comment to the Draft Supplemental EIR/EIS, for the Fresno to Bakersfield Project Section.
 In addition, please add this documentation to the existing Administrative Record for Case No.34-2014-80001864.
 Regards,
 Michael Kennedy, Principal (M.Ed.L.)
 Bethel Christian School

Submission B007 (Michael Kennedy, Bethel Christian School, January 17, 2018) - Continued

IMG_5075.jpg (744x1061)

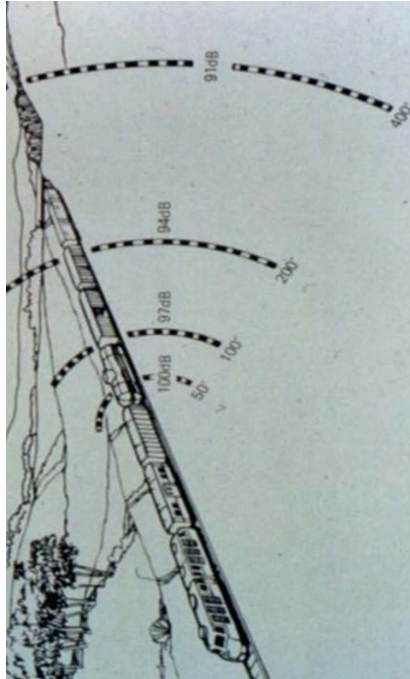

http://cahsr.pbcommentsense.com/pbcs/files/41/InboxEmail/50772/78241/IMG_5075.jpg [1/17/2018 9:49:54 PM]

IMG_5076.jpg (750x1140)


http://cahsr.pbcommentsense.com/pbcs/files/41/InboxEmail/50772/78242/IMG_5076.jpg [1/17/2018 9:50:21 PM]

Submission B007 (Michael Kennedy, Bethel Christian School, January 17, 2018) - Continued

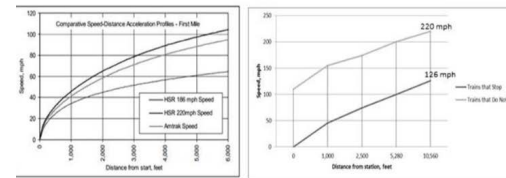
IMG_5077.jpg (750x1244)



[http://cahsr.pbcommentsense.com/pbcs/files/41/InboxEmail/50772/78243/IMG_5077.jpg\[1/17/2018 9:51:00 PM\]](http://cahsr.pbcommentsense.com/pbcs/files/41/InboxEmail/50772/78243/IMG_5077.jpg[1/17/2018 9:51:00 PM])

IMG_5078.jpg (740x996)

The following acceleration profiles were charted with data from Parsons Brinckerhoff for the California High-Speed Rail Authority. Therefore, this data is for application to the California High-Speed Train Project. These estimations establish speeds of 126-220 mph just 2 miles to the east of the Bakersfield HSR station. Additionally, it should be noted that the First Free Will Baptist Church and Bethel Christian School are located approximately 2.43 miles from the station location.



Distance from starting point	Speed at various distances from starting point for:		
	High Speed Train for 300 km/h (186 mph)	High Speed Train for 220 mph	Amtrak California Train
1000 feet *	42 mph	45 mph	34 mph
2500 feet	67 mph	74 mph	49 mph
1.0 Mile	89 mph	100 mph	62 mph
2.0 Miles	114 mph	126 mph	76 mph
5.0 Miles	151 mph	165 mph	95 mph **

* approximation for speed of end of train when clearing departing end of platform

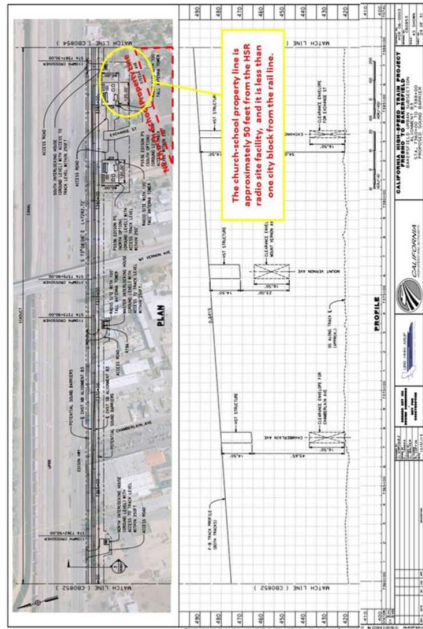
** where speed limit above 79 mph is permissible



[http://cahsr.pbcommentsense.com/pbcs/files/41/InboxEmail/50772/78244/IMG_5078.jpg\[1/17/2018 9:51:29 PM\]](http://cahsr.pbcommentsense.com/pbcs/files/41/InboxEmail/50772/78244/IMG_5078.jpg[1/17/2018 9:51:29 PM])

Submission B007 (Michael Kennedy, Bethel Christian School, January 17, 2018) - Continued

IMG_5079.jpg (750x1174)



IMG_5080.jpg (737x1001)



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http://cahsr.pbcommentsense.com/pbcs/files/41/InboxEmail/50772/78246/IMG_5080.jpg[1/17/2018 9:52:46 PM]

Response to Submission B007 (Michael Kennedy, Bethel Christian School, January 17, 2018)

B007-1

Refer to Standard Response FB-LGA-Response-N&V-02: General Assessment Methodology Concerns - Use of FRA Methodology/Criteria.

The commenter has provided six JPG files and indicates there is legal obligation to include the files as an official comment to the Draft Supplemental EIR/EIS.

The Authority has reviewed and considered the six JPG files that were included with the comment. Although the attachments predate the release of the Draft Supplemental EIR/EIS for public review, the Authority has taken into consideration their content and their applicability to the Draft Supplemental EIR/EIS. The attachments include: 1) a diagram showing the distance of the proposed HSR viaduct (presumably the Bakersfield Hybrid alignment evaluated in the Fresno to Bakersfield Final EIR/EIS), proposed HSR radio tower, U.S. 466 Edison Highway, and existing train corridor from the school/church property; 2) an Authority "HST System Estimated Noise Levels" diagram; 3) a figure depicting a freight train and noise contour distances; 4) a figure showing acceleration profiles of the HSR and Amtrak trains at 186 and 220 miles per hour; 5) a design drawing from the Fresno to Bakersfield Section Volume III Sound Barrier Plans showing the distance of the Alignment B3 alternative from the school/church property line; and, 6) a letter from a noise consultant (Robert N. Andres) stating that maximum noise levels of 95 dBA could be experienced at the church/school property line due to HSR operation.

Sensitive receptors within 2,500 feet of the F-B LGA and May 2014 Project have been analyzed in the Draft Supplemental EIR/EIS as described in Section 3.4.2.6 of the Draft Supplemental EIR/EIS. The Draft Supplemental EIR/EIS, in Section 3.4, takes into account potential noise impacts to the Bethel Christian School using methodology based on the sensitive receptor's distance from the F-B LGA during operation and determines that, without mitigation, impacts would be severe (refer to Table 3.4-21 on page 3.4-31). The Authority will include the six JPG files in the Administrative Record for the Final Supplemental EIR.

Although the HSR will generate noise, noise levels would be attenuated with distance, shielding factors, and noise abatement measures considered for the project. Noise abatement measures in the form of noise barriers along the HSR alignment were considered for this area (N&V-MM#3). The noise barrier was determined to be both

B007-1

feasible and reasonable in the Fresno to Bakersfield Section Final EIR/EIS, the Draft Supplemental EIR/EIS, and their respective Noise and Vibration Technical Reports. The implementation of noise barriers would reduce severe exterior noise impacts to no impacts at this church-school facility, as described in Section 3.4.4.2 under Impact N&V #3 and shown in Table 3.4-21 and Figure 3.4-5 of the Draft Supplemental EIR/EIS. Refer to N&V-MM#3 for a discussion of the performance standards that must be achieved to ensure interior noise levels do not exceed 45 dBA Ldn.

Submission B008 (Michael Kennedy, Bethel Christian School, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #373 DETAIL

Status : Action Pending
Record Date : 1/17/2018
Response Requested :
Affiliation Type : Business and/or Organization
Interest As : Business and/or Organization
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Michael
Last Name : Kennedy
Professional Title : Principal
Business/Organization : Bethel Christian School
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : mikeakennedy@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

B008-1 | There is legal obligation to include the attached JPG file as an official comment to the Draft Supplemental EIR/EIS for the Fresno to Bakersfield Project Section.
 In addition, please add this documentation to the existing Administrative Record for Case No.34-2014-80001864.
 Regards,
 Michael Kennedy, Principal (M.Ed.L.)
 Bethel Christian School

Sent from my iPhone
EIR/EIS Comment : Yes
Official Comment Period : Yes
Attachments : 373_Kennedy_email_011618_attachment.pdf (247 kb)
 373_Kennedy_email_011618_Original.pdf (245 kb)

IMG_5081.jpg (384×1091)



Judy A. Kurtzman,
 Professional Practice
 Instructor, Natural
 Resources and
 Environmental Policy,
 NEPA & Society

"Bethel Christian School is important to the area because it meets the needs of the community... (consider) what NEPA says in, Title 1, Section 101(a)...to use all practicable means and measures, including financial and technical assistance, in a manner calculated to foster and promote the general welfare, to create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans.

And, in Section 102(2)(C) ...and other major Federal actions significantly affecting the quality of the human environment.

In the CEQ Regulations §1508.14 the human environment is defined as including the natural physical, social, and economic characteristics of the total environment..."

http://cahsr.pbcommentsense.com/pbcs/files/41/InboxEmail/50771/78240/IMG_5081.jpg[1/17/2018 9:43:19 PM]

Response to Submission B008 (Michael Kennedy, Bethel Christian School, January 16, 2018)

B008-1

Refer to Standard Response FB-LGA-Response-N&V-02: General Assessment
Methodology Concerns - Use of FRA Methodology/Criteria.

The commenter has provided one JPG file and indicates there is legal obligation to include the file as an official comment to the Draft Supplemental EIR/EIS.

The Authority has reviewed and considered the JPG file that was included with the comment. The attachment contains NEPA regulation excerpts, including Title 1, Section 101(a) ("to use all practicable means and measures, including financial and technical assistance, in a manner calculated to foster and promote the general welfare, to create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans"); Section 102 (2)(C) ("...and other major Federal actions significantly affecting the quality of the human environment."); and Section 1508.14 ("... the human environment is defined as including the natural physical, social, and economic characteristics of the total environment...").

The Draft Supplemental EIR/EIS has been prepared in compliance with NEPA and CEQA requirements as described in the Preface and Chapter 1, Section 1.1.3. As such, the Draft Supplemental EIR/EIS includes an analysis of impacts associated with the physical, social, and economic environment, as required under NEPA. The Authority has included the JPG file in the Administrative Record for the Final Supplemental EIR.

Submission B009 (Michael Kennedy, Bethel Christian School, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #374 DETAIL	
Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	
Affiliation Type :	Business and/or Organization
Interest As :	Business and/or Organization
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Michael
Last Name :	Kennedy
Professional Title :	Principal
Business/Organization :	Bethel Christian School
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	mikeakennedy@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

B009-1 | There is legal obligation to include the attached notes as an official comment to the Draft Supplemental EIR/EIS for the Fresno to Bakersfield Project Section.
In addition, please add this documentation to the existing Administrative Record for Case No.34-2014-80001864.
Regards,
Michael Kennedy, Principal (M.Ed.L.)
Bethel Christian School

High-Speed Rail Negative Impact on Bethel Christian School and the First Free Will Baptist Church Executive Summary Report/Update: 2014

Introduction

In November of 2013, the California High Speed Rail Authority (HSRA) approved the staff recommendation for the Hybrid Alignment through Bakersfield. The Authority stated that "The Bakersfield Hybrid Alternative would... impact the fewest religious facilities, and it would not impact... Bethel Christian School." Nevertheless, the environmental studies for all rail alignment alternatives near the church-school are only feet apart from each other, as throughout the City of Bakersfield. They are not true alternatives because all three will cause similar, extensive and severe impacts to the church-school facility and other local organizations. Although church-school stakeholder comments related to the revised EIR/EIS were initially submitted in writing, before the October 19, 2012 deadline, documented in numerous public hearings (e.g., August 27, 2012 HSRA Hearing),

and referenced in FFWBC Validation Complaint (Court Ruling 34-2013-00140689), the church-school community believes that their concerns related to the Bakersfield Hybrid Alignment have not been adequately addressed. It is also clear that little effort has been made by the HSRA to assess the church and school program before the certification of the EIR. Therefore, the stakeholders of the church-school have commissioned this extensive report to validate the existing quality of the school environment and to research the negative impacts that would result if a high-speed rail is situated within close proximity to the existing campus.

Research from this Report and the Study of HSR Documents Reveals the Following Negative Unmitigated Impacts:

- Air pollution, as there are concerns about cocci-containing dust.
- Noise pollution, due to the unique learning environment and work with the learning disabled.
- Traffic circulation, because of possible road closures near the church-school facility.
- Socioeconomic and Environmental Justice, as the school serves the low-income community.
- Land use compatibility related to the CDE, CA Education Code and religious land use.
- Aesthetics and visual, because of the elevated HSR structure towering 52-55 ft.
- Compensation for devaluation of property value and loss of income.
- Lack of specific mitigation in the certified FEIR/FEIS documents.
- Absence of viable route alternatives in violation of RLUIPA & CEQA.
- Additional impacts related to the campus church facility.

History of the Church-School and HSR Impact

Bethel Christian School and the First Free Will Baptist Church are currently in the existing HSR alignments between both California Ave. (South Alignment) and Edison Highway (Hybrid Alignment). The school and church serve the greater Bakersfield area and the many low-income families in this study area.

Socioeconomic, Environmental, and Ministry to Low-Income Stakeholders

In an October 22, 2011, Los Angeles Times article, by Ralph Vartabedian, it was noted that:

"Officials at First Free Will Baptist Church believe it will lose some of the 22 parcels it owns in east Bakersfield, damaging its outreach mission and a school for 70 kids, no matter which route is selected.

'This area is in decline,' said Pastor Mark Harrison. 'We have a failing economy. There is a lot of vandalism here. There is graffiti everywhere. We are overrun with gangs. It is a violent area at night. If you want to see hopelessness, look at the youth in this area. We like to think of our church as standing for hope.'"

It should also be noted that, the 2013 WASC Report has verified "...Bethel Christian School serves this local need by providing a low-cost Christian education that is focused on learning results, established on Christian-character, and built around the individualized needs of the student..."

Many students in this low-income demographic will not always test at the highest levels or be accepted to the most prestigious academic programs, but it is the desire of the BCS staff to bring about the best in every child, and praise each child for the progress that has been made. This supportive atmosphere encourages students as they work to exceed the median levels and reach their personal educational goals. Such distinguishing features of the BCS program focus on what is best for the individual child.

Submission B009 (Michael Kennedy, Bethel Christian School, January 16, 2018) - Continued

NEPA/CEQA Regulations

Thorough analysis of impacts to the church-school is essential, as according to the National Environmental Policy Act (NEPA), Title 1, Section 101(a), the HSRA is required to "...use all practicable means and measures, including financial and technical assistance, in a manner calculated to foster and promote the general welfare, to create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans." Section 102(2)(C) also states, "...and other major Federal actions significantly affecting the quality of the human environment." Note: CEQ Regulations §1508.14 the human environment is defined as including the natural physical, social, and economic characteristics of the total environment.

Religious Land Use Laws

As a Baptist church, the Religious Land Use and Institutionalized Persons Act (RLUIPA), Pub.L. 106-274, codified as 42 U.S.C. § 2000cc et seq., is a United States federal law that would apply to the building of a High Speed Rail in close proximity to the church-school facility. RLUIPA prohibits the imposition of such burdens and gives churches and other religious institutions a way to avoid burdensome restrictions to their property use. The law states clearly that it is the responsibility of the government agency to "demonstrate that (any) imposition of the burden on that person, assembly or institution is: in furtherance of a compelling governmental interest; and is the least restrictive means of furthering that compelling governmental interest."

Noise-Sensitive Land Uses Regulations

HSR noise impacts vary depending on the alignment but it has been established that "...noise would be greater with the hybrid aerial option..." Regardless, in the most recent High-Speed Ground Transportation Noise and Vibration Impact Assessment, the FRA has stated that a church and a school would both qualify as "indoor noise-sensitive sites".

California Education Code (EC) Requirements

As a fully accredited WASC school, located only a few feet from the rail easement, Bethel Christian School should receive the same consideration granted to other WASC accredited institutions of learning. Under Title 5 Division 1, Chapter 13, Subchapter 1 of the California Code, the HSRA should consider among other items: "If the proposed site is within 1,500 feet of a railroad track easement, a safety study shall be done by a competent professional trained in assessing cargo manifests, frequency, speed, and schedule of railroad traffic, grade, curves, type and condition of track need for sound or safety barriers, need for pedestrian and vehicle safeguards at railroad crossings, presence of high pressure gas lines near the tracks that could rupture in the event of a derailment, preparation of an evacuation plan. In addition to the analysis, possible and reasonable mitigation measures must be identified."

Aesthetics/Visual Impact to the Church-School

All three of the alternative alignments include 12 to 15 miles of elevated rail viaduct as high as 96 feet that will tower approximately 50 feet high at the church-school location. These impacts have not been mitigated in the most recent FEIS/FEIR documents.

Mitigation and Church-School Stakeholder Recommendation

Due to the aforementioned impacts, the HSRA should "...consult with First Free Will Baptist Church and Bethel Christian School to identify suitable relocation alternatives for both facilities to minimize the impacts of the disruption", as promised with the South Alternative (Revised DEIR/Supplemental DEIS, July, 2012). The Authority should also, as with the South alignment, "...consult with school and church officials before land

acquisition to find the facilities necessary to replace displaced classroom space in a manner that ensures similar functionality and accessibility to current levels.

Sent from my iPhone

EIR/EIS Comment :

Official Comment Period :

Response to Submission B009 (Michael Kennedy, Bethel Christian School, January 16, 2018)

B009-1

The commenter has provided notes as an attachment to the comment submittal and indicates there is a legal obligation to include the file as an official comment to the Draft Supplemental EIR/EIS. The Authority has reviewed and considered the notes that were included with the comment. The notes consist of a summary, dated 2014, of resource topics that the commenter contends were analyzed incorrectly for impacts to the school/church in the Fresno to Bakersfield Section Final EIR/EIS. The notes identify that air pollution, noise pollution, traffic circulation, socioeconomics and environmental justice, land use compatibility, and aesthetics impacts were inadequately analyzed in the Fresno to Bakersfield Section Final EIR/EIS. Similar concerns were addressed in a comment letter submitted by representatives of the Bethel Christian School and Free Will Baptist Church on September 22, 2011 and were included in Volume IV of the Fresno to Bakersfield Section Final EIR/EIS (pages 29-469 through 29-475). The responses that were provided (comment responses P045-1 through P045-3 and P046-1 through P046-8) are sufficient to address the issues the commenter has described related to the analysis in the Fresno to Bakersfield Section EIR/EIS.

The Draft Supplemental EIR/EIS provides an analysis of the potential impacts on the Bethel Christian School and Free Will Baptist Church resulting from the F-B LGA. Refer to Section 3.2.4.3 for an analysis of transportation and safety impacts on schools; Section 3.3.5.1 for the air quality impacts on sensitive receptors, including schools; Section 3.4.4.2 for a discussion of impacts on noise-sensitive receivers, including schools; Section 3.5.4.2 for an analysis of electromagnetic fields and electromagnetic interference impacts on schools; Section 3.10.3.2 for the hazardous materials impacts on schools; Section 3.11.3.2 for an analysis of safety and security impacts associated with schools; Section 3.12.4.2 for a discussion of impacts to community facilities, including schools; and Section 3.16.3.2 for an analysis of visual quality effects to schools.

The Authority will include the attached notes in the Administrative Record for the Final Supplemental EIR.

Submission B010 (Michael Kennedy, Bethel Christian School, January 17, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #375 DETAIL	
Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	
Affiliation Type :	Business and/or Organization
Interest As :	Business and/or Organization
Submission Date :	1/17/2018
Submission Method :	Project Email
First Name :	Michael
Last Name :	Kennedy
Professional Title :	Principal
Business/Organization :	Bethel Christian School
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	mikeakennedy@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

B010-1

There is legal obligation to include the attached notes as an official comment to the Draft Supplemental EIR/EIS for the Fresno to Bakersfield Project Section.
In addition, please add this documentation to the existing Administrative Record for Case No.34-2014-80001864.

Regards,
Michael Kennedy, Principal (M.Ed.L.)
Bethel Christian School

First Free Will Baptist Church and Bethel Christian School 2014 Sound Mitigation Study Notes

Executive Summary

Because the High Speed Rail Authority did not respond to our detailed letter, requesting mitigation of noise impacts in the EIR, it was imperative that a thorough analysis be made of the church-school facility. This study was needed because:

*The high speed train will be running at approximately 220 mph at the church- school location.

*Rapid onset noise is considered very disruptive.

*Negative impacts at approximately 170 mph (274 kph) cause aerodynamic noise that tends to dominate the radiated noise from high speed trains.

*The vertical alignment of the train will tower approximately 52 feet in the air, at the church-school location.

*According to HSRA, the vertical alignment of the train has an effect. "Noise from elevated trains travels twice as far as noise from trains that are 'at grade' (at ground level).

* More than 30 years ago a researcher, Dr. Arline Bronzaft, found that students in a school next to an elevated train in NYC were one year behind in reading ability if they had been on the noisy side of the school. That same researcher found that a couple years after the noise was reduced, the reading abilities of students on the formerly noisy side of school improved.

Based on these issues, the church stakeholders have contacted professionals that are familiar with sound mitigation. These professionals have detailed the negative impacts, and stakeholder needs, as related to mitigating the High Speed Rail impacts at the church-school facility. This document summarizes their findings and demonstrates the necessity for either a new multi-million dollar facility on the existing land, or relocation of the entire church-school facility.

Rebuilding and Mitigating on Existing Land

Some of the church-school stakeholders have requested information on mitigation measures that would allow the church and school to remain on the existing land. Although such changes would not mitigate sound on the playground, an effort was made to research mitigation measures that would reduce sound to the desired level within the classroom.

Unfortunately, this option is not cost effective because it would require demolition of many of the existing buildings, and it would also require extensive changes to any remaining structures. Within the FEIR, the HSRA contests that simple adjustments can be made to mitigate unacceptable sound levels if there are negative impacts to an organization. Nevertheless, our extensive research indicates that the proximity to the rail, frequent sound level increases from the passing train, loss of existing shielding, and the vertical alignment, will bring a multitude of negative impacts. These impacts will remain severe even with the HSRA mitigation measures in mind. To clarify what would be necessary to reduce such adverse sound, the following should be considered:

Windows and Doors

Sound rated doors with gaskets and the best sound rated windows will need to be purchased. Therefore, new triple-glazed window systems would be needed throughout the buildings. During the construction phase, frames are important and how they fit into the structure. In addition, and as allowed by code, windows and door entrances would need to be cut down dramatically.

Each building should also have a designated main entrance. This designated entrance should be designed with double doors, so that as you go through one door it closes behind you trapping the sound. The inside door and the outside door should have a large cavity between them, so that if sound does get inside it does not enter the main building or classroom.

The Building Structures (Sound Absorbing Walls and Ceiling)

The best way to soundproof a building is to build a smaller building inside of it. This is called acoustic decoupling. This type of building is made from heavy, solid materials. In addition, the structures cannot be touching one another directly or sound will pass through. Typically, the inner structure is supported by small clips (such as RSIC Resilient Sound Isolation Clips or WhisperClips) and the walls have sound-absorbing material. The walls must be 2"x8" construction with a stagger of 2"x6" studs within the wall. There should also be 6" of sound insulation within, and on the outside additional plywood should be added before the siding.

There should also be a noise barrier that runs along the wall. For example: 7/8" resilient channels with a resilient clip to help isolate the sound, and possibly a layer of Homasote, if approved by building codes. Then a

Submission B010 (Michael Kennedy, Bethel Christian School, January 17, 2018) - Continued

glue material should be used between the Homasote board and the Gypsum board to help reduce the sound. The ceiling should be similar to this but the top side would have shingles.
Note: Although these mitigation measures could be used on the church-school facilities, these changes would require extensive overhaul throughout the existing campus. Furthermore, the buildings would still be in close proximity to the rail line. Thus, a complete rebuild would be the best alternative for mitigation.

Specialized Contractors and Acoustic Engineers

Both the retrofitting option and rebuild option would require a contractor that specializes in this type of mitigation. An independent acoustic engineer would also need to be contracted out to complete the process and meet unique code requirements. These individuals are a key component, because sound technicians and acoustic engineers are familiar with Sound Transmission Class (S.T.C.) materials. Also, without a sound technician, it is very difficult to determine how much reduction is going to be achieved, and address the low-frequency noise. It is important to get the S.T.C. as high as possible.

Relocation of Structures on Existing Land

Relocation and a complete rebuild would be necessary for many of the structures, to achieve the desired decibel levels. According to HSRA, the vertical alignment of the train has an effect. "Noise from elevated trains travels twice as far as noise from trains that are 'at grade' (at ground level). Therefore, it would be imperative to rebuild on the south side of the property.

Target Decibel Levels and School Classrooms

The World Health Organization (WHO) has established a standard for acceptable noise levels within school classrooms. Based on the WHO requirements, the target of 30-35 decibels, within each classroom, should be achieved on the church-school campus. This would not be possible with the existing structures, even if these buildings were retrofitted.

Conclusion

There is the possibility that a new church-school facility, relocated on the existing land, would meet the necessary decibel levels. However, rebuilding just one portion of the church-school facility would come at great expense (Approximately \$3,777,800.), and there is no possible way to mitigate the impacts to the four outdoor playgrounds. All four of these playgrounds are located on the church-school property line.

Additional Note: This analysis does not account for the many negative impacts related to HSR construction.

Church-School Noise Impacts, Mitigation, and EIR Facts

1. The High Speed Rail Authority (HSRA) readings along the church-school property line show a current dbL of approximately 59. See p. 112 of the attached/linkd HSRA Noise and Vibration Technical Report and the dbL for Steele Ave. & Exchange St. In addition, the baseline decibel (hybrid route) listed for Bethel Christian School is 64 dbL (p. 206).

2. Most city and county ordinances on sound recommend no higher than 60 dbL at a church and school. The County of Kern has a limit of 65 dbL. This is only one decibel from the current ambient at the church-school location.

Industry standard for aviation states that "...65 dbL or more in 'nose-sensitive' areas defined by land use guidelines (e.g., schools, etc.) are considered areas of significant noise..." Also, "...a change in exposure of 1.5 dbL or more, over noise-sensitive areas, at or above 65 dbL as the result of a proposed project is considered 'Significant'..."

3. The World Health Organization has established standards for acceptable noise levels and has stated that

inside a school the sound level should be no more than 35 dbL.

4. The HSRA estimates that the train will emit approximately 98-100* dbL (equal to a low-flying aircraft) at the speed of 220 mph.

*Note: The calculated 100 dbL is from the 2005 the FRA High-Speed Ground Transportation Noise and Vibration Impact Assessment.

5. The trains will, in one location, be about 100 feet from the church-school property line and only a few hundred feet from the buildings. The rail authority will also place a 100 ft. radio tower within approximately 50 feet of the church-school property line.

6. The rail authority will demolish all of the buildings between our church-school and the easement for the train. Demolition of these neighboring structures will not only expose our facility to approximately 100 dbL of sound from the High-Speed Rail, but it will also eliminate the existing sound shielding that these, soon to be demolished, structures provide from the existing train tracks and 50mph Edison

Hwy (US 466). Currently the railroad easement and US 466 are only one city block, or a few hundred feet, from the church-school campus.

7. Train construction and demolition decibel levels will be well over 100 dbL.

8. According to our experts, "modeling" throughout the EIR is not at all realistic. They have used a common deception to hide the fact that maximum levels could well be 20-30 dbL higher.

9. The train will be over 50 ft. in the air and adjacent to the church-school property line. This will, according to the HSRA, increase the overall sound level.

10. A screening distance of 300-700 feet was used throughout the EIR process, depending on the speed of the train (p. 86). However, the HSRA states in this document that the maximum screening distance has now been increased to 2,500 feet, due to further study and the inclusion of a large number of daily trains at high speeds.

11. Our accreditation agency (WASC) has noted that adverse HSR conditions could be an issue with future accreditation evaluations for the school.

12. In the Noise and Vibration Technical Report, Table 6-38 shows with the hybrid alternative, that there will be NO mitigation for the church-school facility.

13. On p. 279, Section 7.3.2, the HSRA states "...Reasonableness implies that good judgment and common sense have been applied during the decision-making process. Reasonableness is determined on the basis of several factors regarding the individual circumstances and the specific needs of affected receivers." Yet no consideration was given to mitigation on the church-school campus in the FEIR, despite a considerable amount of communication from the church-school stakeholders to the HSRA.

Link:

http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBaker_Tech_Noise_and_Vibration_April_2014.pdf

Sent from my iPhone

EIR/EIS Comment : Yes

Official Comment Period : Yes

Response to Submission B010 (Michael Kennedy, Bethel Christian School, January 17, 2018)

B010-1

Refer to Standard Response FB-LGA-Response-N&V-01: Schools, FB-LGA-Response-N&V-02: General Assessment Methodology Concerns - Use of FRA Methodology/Criteria.

The commenter has provided notes as an attachment to the comment submittal and indicates there is a legal obligation to include the file as an official comment to the Draft Supplemental EIR/EIS. The Authority has reviewed and considered the notes that were included with the comment. The notes, dated 2014, consist of a summary of church stakeholder concerns associated with the mitigation of noise impacts resulting from the HSR based on input they have collected from professionals familiar with sound mitigation. Church stakeholders indicate a necessity to either construct a new multi-million dollar facility on the existing property or relocate the church-school facility off-site in order to fully mitigate the noise impacts resulting from the HSR. To mitigate the noise impacts at the existing property, the notes indicate that additional mitigation beyond what is proposed in the Fresno to Bakersfield Section Final EIR/EIS be considered, such as new windows and doors, sound-absorbing walls and ceiling, or a complete re-build or relocation of the facilities. The notes also reference World Health Organization (WHO) standards for acceptable noise levels within classrooms (i.e., 30-35 decibels) and assert that these standards would not be achieved with mitigation proposed in the Fresno to Bakersfield Section Final EIR/EIS. Furthermore, the notes indicate that proposed noise mitigation would not mitigate noise impacts on the four outdoor playgrounds on the church-school property. The notes conclude with a list of "church-school noise impacts, mitigation and EIR facts."

In Section 3.4 of the Draft Supplemental EIR/EIS, a noise impact analysis was conducted for sensitive receptors located within 2,500 feet of the F-B LGA. The school/church facility is within this 2,500 foot study area and, as such, was accounted for in the analysis for the F-B LGA. It was determined that noise from HSR operation would be severe for the school/church facility. Although the HSR will generate noise, noise levels would be attenuated with distance, shielding factors, and noise abatement measures considered for the project. Noise abatement measures in the form of noise barriers along the HSR alignment were considered for this area. The noise barrier was determined to be both feasible and reasonable in the Fresno to Bakersfield Section Final EIR/EIS, the Draft Supplemental EIR/EIS, and their respective Noise and Vibration

B010-1

Technical Reports. The implementation of noise barriers would reduce severe exterior noise impacts to no impacts at this church-school facility, as described in Section 3.4.4.2 under Impact N&V #3 and shown in Table 3.4-21 and Figure 3.4-5 of the Draft Supplemental EIR/EIS. Refer to N&V-MM#3 for a discussion of the performance standards that must be achieved to ensure interior noise levels do not exceed 45 dBA Ldn.

The Authority will acquire the land of property owners whose land is directly affected by the project in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 U.S.C. sec. 4601 et seq.) (Uniform Act) and Implementing Regulations (49 C.F.R. Part 24); however, neither alignment (May 2014 Project or the F-B LGA) directly affects the church and school and therefore would not result in property acquisition and relocation.

The Authority will include the attachment in the Administrative Record for the Final Supplemental EIR.

Submission B011 (Michael Kennedy, Bethel Christian School, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #376 DETAIL

Status : Action Pending
Record Date : 1/17/2018
Response Requested : No
Affiliation Type : Business and/or Organization
Interest As : Business and/or Organization
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Michael
Last Name : Kennedy
Professional Title : Principal
Business/Organization : Bethel Christian School
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : mikeakennedy@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

B011-1 | There is legal obligation to include the attached list as an official comment to the Draft Supplemental EIR/EIS for the Fresno to Bakersfield Project Section. In addition, please add this documentation to the existing Administrative Record for Case No.34-2014-80001864.

Regards,
 Michael Kennedy, Principal (M.Ed.L.)
 Bethel Christian School

Documents that BCS Stakeholders Utilized for Evaluation and Reference

Note: The documents below should be utilized to provide full mitigation for the First Free Will Baptist Church and Bethel Christian School.

Train/Transit references

FTA Noise and Vibration Manual

FRA High Speed Ground Transportation Noise and Vibration Impact Assessment, Oct 2005.

Caltrain Electrification Program Draft EIR, Chapter 3, see Section 3.11

CA Dept of Transportation, Traffic Noise Analysis Protocol

Summary of European High-Speed Rail Noise and Vibration Measurements

FRA Guidance on Assessing Noise and Vibration Impacts

Noise and Vibration Mitigation for Rail Transportation System, Proceedings of the 9th International Workshop on Railway Noise, Munich, Germany, 4 – 8 September 2007

On noise pollution and its effects

Guidelines for Community Noise, 1999, WHO.

ANSI Acoustical Performance Criteria, Design Requirements, and Guidelines for Schools

Noise Pollution Clearinghouse
 Quite Classrooms – includes an extensive library of links to noise research, particularly as it relates to learning
 American Speech Language Hearing Association

On measuring noise and basic science of sound

Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Safety Margin, U.S. Environmental Protection Agency, 1974 (EPA/ONAC 550/9-74-004).

National Environmental Policy Act (42 U.S.C. 4321, et. seq.) (PL-91-190) (40 C.F.R. 1506.5)

Noise Control Act of 1972 (42 U.S.C. 4910)

FTA Guidelines (May, 2006)

FRA Guidelines (October, 2005)

HUD Environmental Standards (24 C.F.R. 51)

OSHA Occupational Noise Exposure; Hearing Conversation Amendment (FR 48 (46), 9738—9785)

Submission B011 (Michael Kennedy, Bethel Christian School, January 16, 2018) - Continued

EPA Railroad Noise Emission Standards (40 C.F.R. 201) - lame scanned version!

FRA Railroad Noise Emission Compliance Regulations (49 C.F.R. 210)
Title 24, Part 2, California Code of Regulations

On Noise Mitigation

Sound Walls: Absorptive versus reflective design and effectiveness, SoundFighter
Highway Traffic Noise Barriers at a Glance, Federal Highway Administration

Sent from my iPhone

EIR/EIS Comment : Yes

Official Comment Period : Yes

Response to Submission B011 (Michael Kennedy, Bethel Christian School, January 16, 2018)

B011-1

Refer to Standard Response FB-LGA-Response-N&V-01: Schools, FB-LGA-Response-N&V-02: General Assessment Methodology Concerns - Use of FRA Methodology/Criteria, FB-LGA-Response-N&V-03: Determining Mitigation.

The commenter has provided a list of references as an attachment to the comment submittal and indicates there is legal obligation to include the file as an official comment to the Draft Supplemental EIR/EIS. The Authority has reviewed and considered the list of references that was included with the comment. The list includes train/transit references, sources related to noise pollution and its effects, references associated with noise measurement methodology and basic science of sound, and one source related to noise mitigation. The commenter suggests that they should be utilized to provide full mitigation for the First Free Will Baptist Church and Bethel Christian School.

Section 3.4.2.3 of the Draft Supplemental EIR/EIS describes the impact assessment guidance and noise thresholds used to assess impacts associated with the F-B LGA. This methodology is consistent with the noise impact methodology in the Fresno to Bakersfield Section Final EIR/EIS, as well as federal, state, and local laws, regulations, and orders relevant to noise and vibration described in Section 3.4.1 of the Draft Supplemental EIR/EIS. Furthermore, the Draft Supplemental EIR/EIS was prepared in full accordance with CEQA and NEPA requirements. This is further described in Chapter 1, Section 1.1.3 of the Draft Supplemental EIR/EIS. The analysis of the F-B LGA was prepared consistent with the analysis that was conducted for the complementary portion of the Preferred Alternative identified in the Fresno to Bakersfield Section Final EIR/EIS. As described in Section 3.1.3.3 of the Draft Supplemental EIR/EIS, this consistency of methodology ensures an apples-to-apples comparison between the F-B LGA and May 2014 Project and that a Preferred Alternative for this portion of the Fresno to Bakersfield Section is fully analyzed per CEQA and NEPA requirements. Finally, Chapter 12 of the Draft Supplemental EIR/EIS and Chapter 11 of the Fresno to Bakersfield Section Final EIR/EIS provide a list of references used to provide a consistent and adequate analysis for the May 2014 Project and the F-B LGA.

Submission B012 (Michael Kennedy, Bethel Christian School, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #379 DETAIL

Status : Action Pending
Record Date : 1/17/2018
Response Requested :
Affiliation Type : Business and/or Organization
Interest As : Business and/or Organization
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Michael
Last Name : Kennedy
Professional Title : Principal
Business/Organization : Bethel Christian School
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : mikeakennedy@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

B012-1

There is legal obligation to include the attached Word document (docx) as an official comment to the Draft Supplemental EIR/EIS for the Fresno to Bakersfield Project Section.

In addition, please add this documentation to the existing Administrative Record for Case No.34-2014-80001864.

Regards,

Michael Kennedy, Principal (M.Ed.L.)

Bethel Christian School

Sent from my iPhone

EIR/EIS Comment : Yes

Official Comment Period : Yes

Attachments : 379_Kennedy_email_011618_Attachment.pdf (979 kb)

FIRST FREE WILL BAPTIST CHURCH & BETHEL CHRISTIAN SCHOOL

MEDIA SAMPLES

Media Files & Links
Related to the Church,
EIR, and HSRA

R

2011-2014



Submission B012 (Michael Kennedy, Bethel Christian School, January 16, 2018) - Continued

First Free Will Baptist Church HSR Media Files and Links

TV NEWS

September 9, 2014

<http://www.bakersfieldnow.com/news/business/Bakersfield-church-sues-over-states-high-speed-rail-project-274558481.html?tab=video&c=y>



June 20, 2014

<http://www.turnto23.com/news/local-news/bakersfield-church-is-against-high-speed-rail-062014>



<http://www.bakersfieldnow.com/news/local/church-fears-path-of-high-speed-rail-line-264061671.html>



May 28, 2014

<http://www.turnto23.com/news/local-news/bakersfield-pastor-concerned-about-proposed-high-speed-rail-route>



December 17, 2011

<http://www.kget.com/news/local/story/Proposed-High-Speed-Rail-path-will-go-through-two/PJpD2WqQ-UarqqARPlumrA.csp>



June 6, 2012

<http://www.turnto23.com/web/kero/news/your-neighborhood/central/committee-releases-list-of-properties-affected-by-high-speed-rail>



November 11, 2011

http://www.today.com/id/45153941/ns/today-today_news/t/obamas-rail-initiative-train-nowhere/



June 24, 2012

http://www.youtube.com/watch?v=Axl-SouRa1c&feature=em-share_video_user&ytession=WlU15kxKNDoDG7mUxN86ifK0FdOIKBQKk5oo7HUKu_ZuSY8nZG_Gk_bqAAF8om3QH_pWp5dX2JSAyDlYd_BnD22soR8OcA3cNaTrH0gPUxI5DAP3sFdfcBfBT-BeFR8vnVvdMZP00RnaM9DvkMXTXw3ls5t203xrXRiuXaih5IO8Zolaok4zDLKP-dDmaRyOYiqotsnpeaOV_YliCIPvZNS4XKyALA2ved5aH9CNynKpVGFyMdS2uZSIMn4HeMILbCY3H2_0Bre1vgJVAhTxI4vjzJVqPNTpbJ5mXseEGS33h3B87XcRNx9Q6vQBF-HeA1BebxvoBkxcsOGw5GLIFT9_MIY-t4pCijvtwRfsh1kBgsmtnSb1hZ7rxakBIT74BnzDalm3ISXyr-9-ybOPeSCu2G0aW4vTOH7n3qAEWT-NBUaP6cvKQUSghCE3dFi_WPMnbzGUmQINELcboFStohV-ATKuwl1nXMBzGZ9dgyZG9f_vkMtI6u6E1VjtLohyv2ym4zErb63s5zBPA3_rnJtm7ANSxezGv9MIA_NC_8V4vXH8IG2tC9ZqfKrtERZH8bnwoDA3ZKPYYhnxz3HVvFH



Submission B012 (Michael Kennedy, Bethel Christian School, January 16, 2018) - Continued

December 13, 2011

<http://www.bakersfieldnow.com/news/local/highspeedrailproposal-135551293.html?tab=video&c=y>



National Magazines

May 19, 2014

<http://townhall.com/tipsheet/amandamu%C3%B1oz/2014/06/01/the-boondoggle-express-n1841907>



Newspaper articles

October 29, 2011

<http://www.bakersfieldcalifornian.com/special-sections/rail/x1766489520/Residents-worry-about-high-speed-rail-bisecting-heart-of-Bakersfield>



Aug. 23, 2011 (Church & School not in the EIR)

<http://www.bakersfieldcalifornian.com/special-sections/rail/x254542335/City-claims-bullet-train-study-bypasses-east-Bakersfield>



<http://www.bakersfieldcalifornian.com/local/x1008890007/Homes-businesses-churches-lie-in-the-path-of-high-speed-rail>

<http://www.bakersfieldcalifornian.com/local/x2127194759/Locals-participated-in-high-speed-rail-court-case>

October 22, 2011

<http://articles.latimes.com/2011/oct/22/local/a-me-bullet-train-20111023/2>



August 24, 2012

<http://www.examiner.com/article/california-environmental-quality-act-ceqa-fight-postponed-communities-on-alert>



Opinion articles

The Bakersfield Californian

DE DECAIR • Monday, Apr 23, 2014 11:04 PM

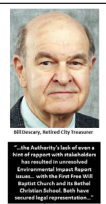
HSR Authority is not listening

The High-Speed Rail Authority in its Draft 2014 Business Plan repeatedly insists its outreach to stakeholders, likely to respond to criticism that has been commonplace for months, although it has to properly the part of the rail project, as a by-product of Bakersfield's city will be forever altered by an elevated track ranging from 30-50 feet. Consider impact of a station.

The Authority introduced its plan on Feb. 7, 2014, with a 60-day public comment period ending April 8, later extended to its April 20th board meeting. Postal tracking shows my eight pages of comments were delivered on April 10, 10:21 a.m. There was no use my comments or others delivered with mine were given any consideration when the board voted that meeting to approve the plan.

The plan's executive summary statement that "new and more constructive relationships have been established with affected communities and concerned stakeholders" is a sham, which generally describes the plan. Locally, the Authority's list of more a list of report with stakeholders has resulted in increased Environmental Impact Report issues with both Right Health (Merry Hospital and First Free Will Baptist Church and its Bethel Christian School, both have secured legal representation. Unrelated issues continue with the city of Bakersfield and its properties. Yes, the Authority refused to read April 10.

The Authority continues to be an unresponsive, non-committal state agency taking drastic measures to further a high-speed rail project with evading public support and significant legal challenges.



<http://www.bakersfield.com/opinion/community/x1538236170/Will-high-speed-rail-result-in-higher-taxes-and-fewer-jobs>

<http://www.foxandhoundsdaily.com/2014/05/appellate-court-hearing-friday-case-blocking-high-speed-rail-bonds/>

<http://www.bakersfieldcalifornian.com/opinion/hot-topics/x920646512/With-affirmative-vote-on-HSR-Rubio-ignored-his-constituents>

<http://www.bakersfieldcalifornian.com/opinion/community-voices/x518127323/We-needs-leaders-who-will-weigh-needs-of-constituents-honestly>

Submission B012 (Michael Kennedy, Bethel Christian School, January 16, 2018) - Continued

Paid Newspaper Advertisements



Featured Documentaries

https://www.youtube.com/watch?v=TW0iXc8_si&feature=youtu.be



<https://www.youtube.com/watch?v=n42LmEGJD7c>



<https://www.youtube.com/watch?v=6rRXn-Rr5go>



Press Conferences

<https://www.youtube.com/watch?v=-kc-kDEs6cE>



<https://www.youtube.com/watch?v=UJEM251owP0>



Political Webpages



Response to Submission B012 (Michael Kennedy, Bethel Christian School, January 16, 2018)

B012-1

The commenter has provided a word document as an attachment to the comment submittal and indicates there is legal obligation to include the file as an official comment to the Supplemental EIR/EIS.

The Authority has reviewed and considered the word document that was included with the comment. The word document provides a conglomeration of media files and links related to the church/school, Fresno to Bakersfield Section Final EIR/EIS, and HSRA. The majority of the links and media files provided were not accessible and could not be determined if they were applicable towards the Fresno to Bakersfield Section Final EIR/EIS or towards the Draft Supplemental EIR/EIS. The files that could be accessed were reviewed and were not relevant to the Draft Supplemental EIR/EIS as they were focused on the Fresno to Bakersfield Section Final EIR/EIS and the HSR project as a whole. The Authority will include the attachment as part of the Administrative Record for the Final Supplemental EIR.

Submission B013 (Seven Bates, Canoodle Studios, December 21, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #224 DETAIL	
Status :	Action Pending
Record Date :	12/21/2017
Response Requested :	No
Affiliation Type :	Business and/or Organization
Interest As :	Business and/or Organization
Submission Date :	12/21/2017
Submission Method :	Website
First Name :	Seven
Last Name :	Bates
Professional Title :	Managing Editor
Business/Organization :	Canoodle Studios
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93309
Telephone :	714-260-3777
Email :	7bates@gmail.com
Email Subscription :	Bakersfield to Palmdale , Central Valley, Locally Generated Alternative (Bakersfield)
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	
B013-1	<p>Please ignore every single person complaining about building HSR infrastructure in Bakersfield. This city is populated by petulant libertarians who don't care about anything but ridiculous free market fantasies. They'll be opposed to ANY route you suggest. That's why they threw such a huge fit about the original route along Truxton.</p> <p>Just build any route, please. I was thrilled about the proposed, elevated route. Now we have to settle for a crap, low to the ground option, instead of having an awesome rail line? Just build exactly what your team proposed and ignore the residents here. They are NOT impartial and they are not capable of seeing the benefits.</p> <p>EIR/EIS Comment : Yes</p> <p>Official Comment Period : Yes</p>

Response to Submission B013 (Seven Bates, Canoodle Studios, December 21, 2017)

B013-1

Refer to Standard Response FB-LGA-Response-General-07: General Support of HSR.

Submission B014 (Marsha Barnden, Care Delivery Adventist Health, January 17, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #362 DETAIL	
Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	No
Affiliation Type :	Business and/or Organization
Interest As :	Individual
Submission Date :	1/17/2018
Submission Method :	Email
First Name :	Marsha
Last Name :	Barnden
Professional Title :	Corporate Director Infection Prevention & Clinical Standards
Business/Organization :	Care Delivery Adventist Health
Address :	1075 Creekside Ridge Drive
Apt./Suite No. :	Suite 102
City :	Roseville
State :	CA
Zip Code :	95678
Telephone :	
Email :	BarndeMA@ah.org
Email Subscription :	
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	
EIR/EIS Comment :	Yes
Official Comment Period :	No
Attachments :	78263_362_Barnden_email_011718_Original.pdf (134 kb)

B014-1

Subject: FW: F Street/Truxtun

From: Barnden, Marsha [<mailto:BarndeMA@ah.org>]
Sent: Wednesday, January 17, 2018 11:16 AM
To: Perez-Arrieta, Stephanie (FRA) <stephanie.perez@dot.gov>
Subject: F Street/Truxtun

I am **ADAMANTLY** opposed to locating the train station on F Street. The station should be located on Truxtun next to the Amtrak. Ideally, GET bus and Greyhound should move to Truxtun as well so that law enforcement officers can patrol the area more easily. It would be an absolute nightmare locating this on F Street and that plan makes absolutely no sense whatsoever!

Thank you for your thoughtful consideration!

Marsha Barnden | Corporate Director Infection Prevention & Clinical Standards | Care Delivery
 Adventist Health | 1075 Creekside Ridge Drive Suite 102 | Roseville, CA 95678
 C 661-301-4083 | marsha.barnden@org

1

Response to Submission B014 (Marsha Barnden, Care Delivery Adventist Health, January 17, 2018)

B014-1

Refer to Standard Response FB-LGA-Response-GENERAL-03: Response to Comments Received After the Close of the Public Comment Period, FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission B015 (Cynthia Kellman, Citizens for California High Speed Rail Accountability/Chatten-Brown & Carstens, January 11, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #270 DETAIL

Status : Action Pending
Record Date : 1/11/2018
Response Requested :
Affiliation Type : Business and/or Organization
Interest As : Business and/or Organization
Submission Date : 1/11/2018
Submission Method : Project Email
First Name : Cynthia
Last Name : Kellman
Professional Title :
Business/Organization : Citizens for California High Speed Rail Accountability/Chatten-Brown & Carstens
Address : 2200 Pacific Coast Highway
Apt./Suite No. : Suite 318
City : Hermosa Beach
State : CA
Zip Code : 90254
Telephone : 310-798-2400
Email : cpk@cbcearthlaw.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

Good Morning,

Attached please find a letter from Douglas Carstens regarding the above-captioned subject.

Please feel free to contact me with any questions or concerns.

Cynthia Kellman

CHATTEN-BROWN & CARSTENS

2200 Pacific Coast Highway, Ste. 318

Hermosa Beach, CA 90254

Tel: 310-798-2400 x6

Fax: 310-798-2402

Email: cpk@cbcearthlaw.com

Website: www.cbcearthlaw.com

EIR/EIS Comment : Yes

Official Comment Period : Yes

Attachments : 270_Kellman_email_011118_attachment.pdf (143 kb)

Submission B015 (Cynthia Kellman, Citizens for California High Speed Rail Accountability/Chatten-Brown & Carstens, January 11, 2018) - Continued

CHATTEN-BROWN & CARSTENS

TELEPHONE: (310) 798-2400
FACSIMILE: (310) 798-2402

2200 PACIFIC COAST HIGHWAY
SUITE 318
HERMOSA BEACH, CALIFORNIA 90254

E-mail: DPO@CHCEARTH.LAW.COM

CHSRA
January 11, 2018
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January 11, 2018

Fresno to Bakersfield Project Section
Draft Supplemental EIR/EIS Comment
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

Via email to
Fresno_Bakersfield@hsr.ca.gov

RE: Fresno to Bakersfield Project Section Draft Supplemental
EIR/EIS Comment

Fresno to Bakersfield Project Section:

B015-1

On behalf of the Citizens for California High Speed Rail Accountability (CCHSRA), Kings County and the Kings County Farm Bureau, we must write to you again concerning the Fresno to Bakersfield Project Section. The Fresno to Bakersfield Project Section Revised Draft Environmental Impact Report / Supplemental Draft Environmental Impact Statement: Fresno to Bakersfield (FB RSDEIR) addresses only changes made in the vicinity of Bakersfield. However, it should more comprehensively address defects in prior review that have not yet been remedied.

We have previously written about the EIR for this section, and are currently in litigation regarding its validity. (*Kings County et al. v. California High Speed Rail Authority*, Sacramento Superior Court case no. 34-2014-80001861. The Supplemental EIR may not build upon a defective EIR. The FBRSDEIR mentions litigation filed by the City of Bakersfield (FBRSDEIR, p. S-7), but does not mention the Kings County lawsuit or other litigation that is still pending and could render the entire Fresno-Bakersfield EIR, or portions of it, void.

B015-2

In *Kings County et al. v. California High Speed Rail Authority*, the following issues are raised, which could and should be addressed in the Supplemental EIR. We incorporate the entire Petition for Writ of Mandate in this letter and set forth the introductory paragraphs below:

The Section would consist of a broad swath of new train infrastructure through the heart of the Central Valley. The Section would ultimately cause extensive significant adverse impacts to, among other things, Central Valley

B015-2

agriculture, air quality, land use, aesthetics and visual resources, cultural resources, biological resources and wetlands, and parks and recreation resources, a hospital, churches, and hundreds of homes. Notably, a significant portion of the approved Section would deviate from existing transportation corridors such as Interstate 5, State Route 99, and the existing Burlington Northern Santa Fe Railway Company ("BNSF") railroad tracks. The Section's deviation from existing transportation corridors would result in the destruction of or substantial interference with thousands of acres of farmland (many of which are "prime," "important," or restricted by Williamson Act contracts) and wildlife habitat, established communities, many businesses, commercial properties and industrial facilities, existing roads, oil and water wells, and water delivery and drainage facilities.

B015-3

The Authority failed to analyze alternatives that would altogether avoid or substantially reduce the identified impacts. It also failed to recirculate the environmental impact report ("EIR") for the Section, even though significant new information about geotechnical impacts, Valley Fever, and interference with existing railroad lines, among other things, was not disclosed until after the draft EIR. In addition, the Authority revised the project to include additional elevated sections and other changes to the alignment without recirculating the EIR.

B015-4

Through the EIR for the Section, the Authority acknowledged some of the Section's significant impacts, but, due to numerous analytical deficiencies, failed to disclose and analyze the full scope and severity of these impacts to decisionmakers or to the public. The Authority also failed to incorporate a number of suggested feasible alternatives and mitigation measures to avoid the Section's adverse impacts on the Central Valley, as required by CEQA and Proposition 1A. Proposition 1A authorized funding for the Train System but placed significant restrictions on it including the requirements to follow existing transportation or utility corridors to the extent feasible, to minimize urban sprawl, and to minimize impacts on the natural environment. (Sts. & Hy. Code, § 2704.09.) The Authority's failure to analyze feasible alternatives and adequately mitigate impacts also resulted in its violating the Williamson Act and anti-discrimination law since feasible alternatives along existing transportation corridors would have avoided or reduced impacts to prime agricultural lands and disproportionate impacts to minority and low income populations. Therefore, the Authority's decision approving the Section must be set aside as contrary to law.

B015-5

These issues identified in our lawsuit, should be addressed in the Supplemental EIR before it is certified.

Submission B015 (Cynthia Kellman, Citizens for California High Speed Rail Accountability/Chatten-Brown & Carstens, January 11, 2018) - Continued

CHSRA
January 11, 2018
Page 3 of 3

Conclusion.

Thank you for your consideration of these views. We look forward to your responses.

Sincerely,


Douglas P. Carstens

Response to Submission B015 (Cynthia Kellman, Citizens for California High Speed Rail Accountability/Chatten-Brown & Carstens, January 11, 2018)

B015-1

The commenter states that the Supplemental EIR/EIS addresses Bakersfield area impacts. (Note that the commenter refers to the document as a Revised Draft EIR/Supplemental EIS; however, the November 2017 document was a Draft Supplemental EIR/EIS.) The commenter states that in addition to litigation with the City of Bakersfield, the Supplemental EIR/EIS should also address litigation with Kings County regarding the Final EIR/EIS; specifically, that the Supplemental EIR/EIS "should more comprehensively address defects in prior review that have not yet been remedied."

As the Preface to the Final Supplemental EIR describes, the Supplemental EIR/EIS is prepared to "supplement" the Final EIR/EIS for the Fresno to Bakersfield Section. The Supplemental EIR/EIS concerns a geographically discrete subsection of the Fresno to Bakersfield Section, the 23.13-mile portion from just north of Poplar Avenue to Oswell Street (with additional consideration of whether a supplemental EIR/EIS for that portion of the Fresno to Bakersfield Section north of Poplar Avenue was warranted related to BVLOS range, see page 3.7-1 of the Draft Supplemental EIR/EIS). The Draft Supplemental EIR/EIS considers an additional alignment that was not included in the Final EIR/EIS for the Fresno to Bakersfield Section, the F-B LGA, and describes and analyzes potential environmental impacts of that new alignment. The Draft Supplemental EIR/EIS contains the necessary analysis to allow the public and decision-makers to compare the alternatives under study. Refer to Chapter 8 of the Draft Supplemental EIR/EIS for the comparison between alternatives.

As of July 2018, there are two lawsuits on file challenging the Authority's 2014 certification of the Final EIR/EIS for the Fresno to Bakersfield Section. See *Kings County et al. v. CHSRA* (Sac. County Superior Court, Case No. 34-2014-80001861) and *City of Shafter v. CHSRA* (Sac. County Superior Court, Case No. 34-2014-80001908). Notwithstanding the presence of the lawsuits, the Authority's decision to certify the Final EIR/EIS is presumed correct and the Final EIR/EIS is not "defective"; those parties challenging the Final EIR/EIS "ha[ve] the burden of proving the EIR is legally inadequate." (*Santa Monica Baykeeper v. City of Malibu* (2011) 193 Cal.App.4th 1538, 1545-46; see also Pub. Res. Code § 21167.3, subd. (b) [absent injunction, responsible agencies shall treat litigated EIR as CEQA-compliant pending final outcome of proceeding]; Evid. Code § 664.) A merits hearing in the Kings County and Shafter

B015-1

lawsuits is scheduled for April, 2019; accordingly, the Final EIR/EIS is presently understood to be presumed CEQA-compliant. Note further that pursuant to Public Resources Code, § 21168.9, courts have discretion to order remedies that may de-certify an EIR only in part, and/or to leave project approvals in place. (*Center for Biological Diversity v. Dep't of Fish & Wildlife*, 17 Cal.App.5th 1245, 1254 (2017).) Any hypothetical finding of a deficiency with respect to the Final EIR/EIS would not necessarily undermine the foundation of the Supplemental EIR/EIS.

The Authority and the FRA's determinations regarding preparation of the Supplemental EIR/EIS have been undertaken in furtherance of environmental compliance goals, including disclosure of new information about the expansion of the range for the BVLOS species. There is no reason that the presence of litigation about the Final EIR/EIS, pending for over four years, should paralyze the agencies' ability to proceed with the Supplemental EIR/EIS.

B015-2

The comment quotes from allegations in the petition for writ of mandate and "incorporates the entire Petition for Writ of Mandate" in the comment. These allegations pre-date, and do not specifically pertain to, the Supplemental EIR/EIS and the F-B LGA evaluated in the Draft Supplemental EIR/EIS. Potential impacts associated with the F-B LGA have been discussed throughout Chapter 3 of the Draft Supplemental EIR/EIS. With respect to the Draft Supplemental EIR/EIS, refer to Section 3.14.3.5 for an analysis of agricultural lands, Section 3.7.3.2 for an analysis of wildlife habitat, 3.12.4.2 for an analysis of community division and/or displacement and 3.6.3.2 for an analysis of public utilities. It is observed that the F-B LGA would generally be located adjacent to existing transportation corridors as described in Section 2.4.1, Alignment Requirements of the Draft Supplemental EIR/EIS.

B015-3

The commenter quotes the Petition alleging that the Authority failed to analyze alternatives in the Fresno to Bakersfield Section EIR/EIS that would avoid or reduce impacts identified in the Petition for Writ of Mandate referenced by the commenter. The

Response to Submission B015 (Cynthia Kellman, Citizens for California High Speed Rail Accountability/Chatten-Brown & Carstens, January 11, 2018) - Continued

B015-3

commenter alleges that the Fresno to Bakersfield Section EIR/EIS was not recirculated. These allegations pre-date, and do not specifically pertain to, the Supplemental EIR/EIS. Further, it is observed that the F-B LGA alignment is an alternative that reduces impacts relative to the May 2014 alignment identified in the Final EIR/EIS for the Fresno to Bakersfield Section.

B015-4

The comment quotes from allegations in the petition for writ of mandate. These allegations pre-date, and do not specifically pertain to, the Supplemental EIR/EIS. The commenter does not suggest any feasible alternative or mitigation measures that pertain to the Supplemental EIR/EIS.

B015-5

The commenter requests that the Final Supplemental EIR address the issues in the litigation regarding the Fresno to Bakersfield Section EIR/EIS between Kings County and the Authority before it is certified. The allegations at issue in the current lawsuit challenging the Final EIR/EIS for the Fresno to Bakersfield Section, *Kings County, et al. v. CHSRA* (Sac. County Superior Court, Case No. 34-2014-80001861), predate, and do not specifically pertain to, the Supplemental EIR/EIS and there is no requirement for such allegations about the Final EIR/EIS to be considered in the Supplemental EIR/EIS. The Draft Supplemental EIR/EIS considers an additional alignment that was not included in the Final EIR/EIS for the Fresno to Bakersfield Section, the F-B LGA, and describes and analyzes potential environmental impacts of that new alignment. The Draft Supplemental EIR/EIS contains the necessary analysis to allow the public and decision-makers to compare the alternatives under study. Refer to Chapter 8 of the Draft Supplemental EIR/EIS for the comparison between alternatives.

Submission B016 (Walter Steimle, Con-Fab California LLC, November 10, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #144 DETAIL

Status : Action Pending
Record Date : 11/10/2017
Response Requested :
Affiliation Type : Business and/or Organization
Interest As : Business and/or Organization
Submission Date : 11/10/2017
Submission Method : Website
First Name : Walter
Last Name : Steimle
Professional Title : Plant Manager
Business/Organization : Con-Fab California LLC
Address :
Apt./Suite No. :
City : Shafter
State : CA
Zip Code : 93263
Telephone : 6616303275
Email : walters@confabca.com
Email Subscription :
Cell Phone :
Add to Mailing List : No
Stakeholder Comments/Issues :

B016-1 | As a small business right in the path of the alternate locally designated route and also working on the HSR, we are committed to what is best for our community. We trust that both the community and we will come out of this better off if we all work together and get this done right. We may lose our business location here in Shafter, but it is better than plowing through residential neighborhoods in Bakersfield. We trust in the promises that support will come from the HSR to keep our business going through any transition - especially because we are the low cost provider of precast bridge girders for HSR CP1 and CP4, a fact and relationship we believe the tax payer appreciates. The Bakersfield Bypass - it is the way to go. Thanks
EIR/EIS Comment :
Official Comment Period : Yes

Response to Submission B016 (Walter Steimle, Con-Fab California LLC, November 10, 2017)

B016-1

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission B017 (Diane V. Donner, Dentons US LLP, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #315 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Business and/or Organization
Interest As : Business and/or Organization
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Diane V.
Last Name : Donner
Professional Title :
Business/Organization : Dentons US LLP
Address : One Market Plaza, Spear Tower
Apt./Suite No. : 24th Floor
City : San Francisco
State : CA
Zip Code : 94105
Telephone : 415-882-2491
Email : diane.donner@dentons.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

Attached please find correspondence from Ivor Samson regarding the referenced matter. The original will follow today via Federal Express. Please advise if you have any difficulty opening or accessing the attached document. Thank you.

Sincerely yours,

[http://logo.dentons.com/dentons_logo.png]

Diane V. Donner
 Legal Secretary
 Assistant To: Steven H. Frankel, Paula M. Yost, Bonnie Lau, Sarah Ratcliffe Choi, Kenneth P. Stensland

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diane.donner@dentons.com<<mailto:diane.donner@dentons.com>>
 Website<<http://www.dentons.com>>

Dentons US LLP
 1999 Harrison Street, Suite 1300, Oakland, CA 94612-4709

Maclay Murray & Spens > Gallo Barrios Pickmann > Muñoz > Cardenas & Cardenas > Lopez Velarde > Rodyk > Boekel > OPF Partners > ?? > McKenna Long

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EIR/EIS Comment : Yes
Official Comment Period : Yes
Attachments : 315_DentonsUSLLP_email_011618_Attachment.pdf (2 mb)
 315_DentonsUSLLP_email_011618_Attachment.pdf (2 mb)

Submission B017 (Diane V. Donner, Dentons US LLP, January 16, 2018) - Continued



Ivor E. Samson
Partner
ivor.samson@dentons.com
D +1 415 882 2491

Dentons US LLP
One Market Plaza
Spear Tower, 24th Floor
San Francisco, CA 94105
United States
dentons.com

January 16, 2018

Via E-Mail and Federal Express

California High Speed Rail Authority
770 L Street, Suite 620
MS-1
Sacramento, CA 95814

Re: Comments on Fresno to Bakersfield Project Section Supplemental EIR/EIS

Dear Sir or Madam:

I am writing on behalf of the Bakersfield Homeless Center ("BHC"), to provide comments on the Draft Supplemental Environmental Impact Report/Environmental Impact Statement ("Draft SEIR/SEIS") published by the California High Speed Rail Authority ("HSRA") to evaluate the new Locally Generated Alternative ("LGA") for the Fresno to Bakersfield section of the California High-Speed Rail Project ("Project").

BHC is a special use nonprofit that serves homeless women and children in the Bakersfield area. More than 200 adults and children sleep at our shelter every night, and we provide additional services to hundreds more. Among other things, our programming includes meals; education, job training, and vocational placement services, including GED programs; access to medical assistance; licensed on-site childcare and after-school programs; laundry, showers, and clothing; transportation; and intensive case management designed to return individuals and families to independent, sustainable housing.

Many of these programs are unique to BHC. Indeed, the Kern County Homeless Collaborative and the United Way have recognized that "there is no other facility in our 8,150 square-mile county that could absorb this service population" (see attachment 1). Public officials agree: "BHC is the cornerstone of homeless services in Kern County." (see attachment 2). Any interruption in our operations would result in devastating consequences to the community we serve.

As you can imagine, we were disappointed to learn that the proposed LGA will completely displace our existing facility located at 1600 East Truxton Avenue in Bakersfield, from which we deliver the above-listed services and programs. We agree with the Draft SEIR/SEIS' conclusion that this is a significant impact under CEQA "[b]ecause the [LGA] would displace key facilities providing important community services to Bakersfield's homeless population" (Draft SEIR/SEIS at 3.12-59). For that same reason, impacts to BHC should also be recognized as significant under the National Environmental Policy Act ("NEPA") and Executive Order 12898 regarding Environmental Justice.

MacLay Murray & Spens • Gallo Barrios Pickmann • Muñoz • Cardenas & Cardenas • Lopez Velarde • Rodyk • Boekel • OPF Partners • 大成 • McKenna Long



California High Speed Rail Authority
January 16, 2018
Page 2

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We are also concerned about the adequacy of the mitigation HSRA has proposed in the Draft SEIR/SEIS. While we appreciate the HSRA's commitment to "minimize disruption" by "consult[ing] with appropriate respective parties before land acquisition" and to "ensure relocation that allows the community currently served to continue to access [] services" (Draft SEIR/SEIS at 3.12-64), we are concerned about the timing, enforceability, and completeness of these mitigation measures:

- The Draft SEIR/SEIS commits to relocating BHC prior to demolition of existing facilities (Draft SEIR/SEIS at 3.12-64 to -65). To ensure that essential services will not be interrupted, this commitment should be clarified to specify that BHC will be relocated and all programming resumed (including any permitting necessary for the same) *before* access to our existing facilities is restricted or otherwise impacted.
 - The Draft SEIR/SEIS addresses BHC in the context of the Project's "operational impacts" (Draft SEIR/SEIS at 3.12-64 to -65). Unfortunately, the impacts of the Project will occur long before high-speed trains are operating through Bakersfield. Many of those impacts have already occurred for the BHC. We rely on the generosity and goodwill of our donor community to help cover our operating costs and to make necessary repairs to our facilities.
 - HSRA originally proposed to displace BHC as part of the 2014 version of the Project. Recognizing the long lead time necessary to acquire, permit and build a new facility, the HSRA and BHC engaged in discussions going back three years with HSRA representing that it wanted to do an "early acquisition" of the BHC, both to assist the BHC and to represent HSRA's efforts to help the community. To this end, in approximately October, 2016 HSRA's appraiser inspected the property for purposes of valuation. Throughout 2017 there were numerous discussions between HSRA and BHC about early acquisition; for months BHC was told that the acquisition would be "on next month's agenda." Unfortunately, in September, 2017 BHC was told for the first time that the Public Works Board would not approve funding for the purchase despite HSRA's request (see attachment 3).
- We rely on the generosity and goodwill of our donor community to help cover our operating costs and to make necessary repairs to our facilities. Throughout this period, and particularly with this sudden change of position, donors have been questioning the future of the BHC significantly impacting funding, capital projects and long term maintenance have been deferred. Our ability to solicit operating funds and provide necessary services will continue to be harmed as long as our facility remains in limbo. To address this significant impact, it is essential that the mitigation in the SEIR/SEIS be revised to incorporate a requirement that HSRA work with BHC to design, fund, and, within 45 days of LGA approval, implement a transition plan that contributes transition funding to BHC to offset the cost of providing necessary services until our facilities are fully relocated.

These adjustments to the mitigation proposed in the Draft SEIR/SEIS are necessary in order to ensure that impacts to community facilities and cohesion are effectively reduced to less-than-significant levels. Without them, HSRA will not have a substantial evidentiary basis for concluding that socioeconomic and environmental justice impacts have been properly mitigated.

Submission B017 (Diane V. Donner, Dentons US LLP, January 16, 2018) - Continued



California High Speed Rail Authority
January 16, 2018
Page 3

dentons.com

Thank you for this opportunity to comment on the Draft SEIR/SEIS. We look forward to working with you to minimize the impacts of the Project and ensure that Kern County's most vulnerable citizens continue to get the and services they need. If you have any questions, please don't hesitate to contact me.

Sincerely,

DENTONS US LLP



Ivor E. Samson

cc: Hon. Dan Richards (via email)

106184855-V-2

ATTACHMENT 1

Submission B017 (Diane V. Donner, Dentons US LLP, January 16, 2018) - Continued



February 9, 2017

Michael Cohen, Chair
Christopher Lief, Executive Director
Sally Lukenbill, Deputy Director
State Public Works Board

To Whom It May Concern:

The Kern County Homeless Collaborative is the homeless Continuum of Care (CoC) for the Bakersfield/Kern County area. We urge the State Public Works Board (SPWB) to authorize California High Speed Rail to begin site acquisition in relation to Bakersfield Homeless Center (BHC), a cornerstone of homeless services in Kern County and the only emergency shelter services for women and children, in addition to men. The announcement of the proposed alignment has not only created a hardship for BHC as an agency but will have a tremendous adverse outcome for the Bakersfield / Kern County area.

BHC provides multiple homelessness and prevention services including: emergency shelter, shower facilities, meals and emergency food boxes, intensive case management to remove barriers for housing and return to independent living (and sustain housing), GED, access to medical assistance, licensed on-site childcare and afterschool children's program, job training and vocational placement services, laundry, transportation, a donations warehouse (for emergency clothing solutions and transitioning homeless people into housing by furnishing their homes), and the only provider of rapid rehousing programs in the county, and more. There is no other facility in our 8,150 square mile county that could absorb this service population.

A day's gap of services would be devastating to the more than 100 children and nearly 100 adults who sleep at the shelter each night. This would literally affect thousands of the most vulnerable in our society not to mention the hundreds of others receiving aftercare and supportive services that keep them from recidivism.

Upon receipt of the February 2015 High Speed Rail Authority notice, that the BHC campus would be entirely affected, BHC ceased having the ability to raise philanthropic dollars for maintenance and repairs as the building is no longer determined to have a "usable lifetime". The ripple effect of this impact has resulted in a morally unacceptable service delivery environment, to defenseless individuals (and victims) and families who are homeless, to be served in deteriorating facilities.

We respectfully ask the SPWB to understand the magnitude of relocating a unique, special use, nonprofit facility in a community with no alternative facilities within almost a five-hour drive radius (not to mention most have no mode of transportation other than to walk).

5405 Stockdale Highway 200 Bakersfield CA 93309 661 834 1820 661 834 2952 fax
@kernhomeless www.endkernhomeless.org www.facebook.com/KernCountyHomelessCollaborative
United Way of Kern County is the fiscal sponsor and Collaborative Applicant of the Kern County Homeless Collaborative, the Bakersfield/Kern County Continuum of Care. For nearly two decades the Kern County Homeless Collaborative (made up of individuals, businesses, nonprofit agencies, government, and faith based entities) has worked collectively with members, community partners and hundreds of volunteers to prevent and end homelessness in Kern County. United Way provides infrastructure and administrative support for the approximately \$5.4 million Bakersfield/Kern CA-604 Continuum of Care (CoC) application to the US Dept. of Housing and Urban Development.

This means these fragile people would be on the streets.

Societal frame of thinking will often be "not in my back yard" and will be a difficult mindset to overcome when it comes to relocating to a permanent location.

The Kern County Homeless Collaborative, as the Bakersfield / Kern County Continuum of Care CA-604, asks that the Board authorize the site acquisition expeditiously so that the homeless scope of care (with 28 homeless service provider members and our community partners) can work to support Bakersfield Homeless Center as they begin the challenging process (determining the facility's value, agreeing upon terms, estimating a timeline, acquiring new property, designing a facility, constructing a new campus and finally relocating) most importantly without disruption of services.

We respectfully implore an expedited response so that Bakersfield Homeless Center – the only a vital link to homelessness emergency services for women and children – can begin the process of moving forward and planning as they care for those who are vulnerable in our community.

Respectfully,

Della D. Hodson,
CEO / President –
United Way of Kern County
Collaborative Applicant and Fiscal Sponsor –
Kern County Homeless Collaborative

DDH:cal

5405 Stockdale Highway 200 Bakersfield CA 93309 661 834 1820 661 834 2952 fax
@kernhomeless www.endkernhomeless.org www.facebook.com/KernCountyHomelessCollaborative
United Way of Kern County is the fiscal sponsor and Collaborative Applicant of the Kern County Homeless Collaborative, the Bakersfield/Kern County Continuum of Care. For nearly two decades the Kern County Homeless Collaborative (made up of individuals, businesses, nonprofit agencies, government, and faith based entities) has worked collectively with members, community partners and hundreds of volunteers to prevent and end homelessness in Kern County. United Way provides infrastructure and administrative support for the approximately \$5.4 million Bakersfield/Kern CA-604 Continuum of Care (CoC) application to the US Dept. of Housing and Urban Development.

Submission B017 (Diane V. Donner, Dentons US LLP, January 16, 2018) - Continued

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www.co.kern.ca.us/district5

LETICIA PEREZ
SUPERVISOR - FIFTH DISTRICT

February 9, 2017

Michael Cohen, Chair
State Public Works Board
915 L Street, Ninth Floor
Sacramento, CA 95814

Dear Chairman Cohen:

This letter is in support of the California High Speed Rail Authority to begin site acquisition of the Bakersfield Homeless Center. The Bakersfield Homeless Center (BHC) is the cornerstone of homeless services in Kern County, and the announcement of the proposed alignments has created a hardship for BHC. The current plan that the California High Speed Rail Authority has proposed would severely impact this facility and the essential services it provides to Kern County.

At this time, BHC provides multiple services: emergency shelter, shower facilities, meals, medical assistance, childcare, job training and placement, transportation, afterschool children's program, emergency food boxes, donations warehouse, case management, and a myriad of other services and programs. There is, at present, no other facility in Kern County that can absorb the population of homeless families, therefore BHC cannot be closed for even a day.

Relocating a special use nonprofit facility like BHC presents a number of challenges. BHC needs to begin the process of determining the value of the facility, agree upon terms, and estimate a timeline of when the California High Speed Rail Authority can acquire it. BHC will also need to acquire a new property, design a facility, construct the new campus and finally relocate without a disruption of services. It is my understanding that the partners involved would like to move forward with this plan as quickly as possible.

BHC must remain viable for the most vulnerable members of our community. Every day that action is not taken BHC's ability to provide services is impacted and this is morally unacceptable. Time is of the essence, and I respectfully request your consideration of the California High Speed Rail Authority's acquisition of the Bakersfield Homeless Shelter so they can begin the process of moving. Thank you in advance for your time and consideration of this letter. If you should have any questions or concerns, please feel free to contact my office at (661) 868-3690.

Sincerely,


Leticia Perez
Kern County Supervisor
Fifth District

cc: Christopher Lief, Executive Director
Sally Lukenbill, Deputy Director

ATTACHMENT 2

Submission B017 (Diane V. Donner, Dentons US LLP, January 16, 2018) - Continued



Ivor E. Samson
Partner
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Dentons US LLP
One Market Plaza
Spear Tower, 24th Floor
San Francisco, CA 94105
United States

大成 萨蒙斯 FMC SNR Denton McKenna Long
dentons.com

October 10, 2017

VIA FEDERAL EXPRESS AND EMAIL

Honorable Dan Richard
Chair, California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Re: Bakersfield Homeless Center

Dear Dan:

I am writing to you at the suggestion of Diana Gomez on behalf of my client, the Bakersfield Homeless Center ("the Center.") The Center is a special use non-profit that that serves women and children in Bakersfield and surrounding areas of Kern County and is located on Truxtun Avenue right at the junction of either route that HSR will adopt. The Center has had numerous discussions with Diana Gomez, Don Grebe and others and all are in agreement that it will be completely wiped out by the HSR alignment and needs to be re-located.

The Center does not object to its acquisition by HSR; on the contrary, we need that to happen sooner rather than later. Ever since the route through the Center was announced, it has put a cloud on continuing operations: donors are reluctant to contribute due to uncertainty, the Center has deferred needed maintenance, installation of capital improvements and long term planning is virtually impossible. HSR's appraiser inspected the property almost exactly one year ago but nothing has happened since then.

Ms. Gomez has told Center Executive Director Louis Gill that HSR would be willing to proceed with an early acquisition of the property even though it was not part of the route budgeted for in the present acquisition process. However, we understand that, despite Ms. Gomez best efforts, the Public Works Board will not approve this acquisition because it is outside of the Section 4 acquisition area.

I am writing to you to see if Louis Gill and I can meet with you at your earliest convenience to see if this situation can be resolved before the Center is harmed any further. We would be pleased to meet with you in the Bay Area, Sacramento or Bakersfield at your convenience.

ATTACHMENT 3

Submission B017 (Diane V. Donner, Dentons US LLP, January 16, 2018) - Continued



Honorable Dan Richard
October 10, 2017
Page 2

大 成 Salans FMC SNR Denton McKenna Long
dentons.com

Thank you for your prompt consideration and best wishes

Very truly yours,

DENTONS US LLP



Ivor E. Samson

IES/dvd

cc: Diana Gomez
Don Grebe
Louis Gill

106459101-V-1

Response to Submission B017 (Diane V. Donner, Dentons US LLP, January 16, 2018)

B017-1

The commenter asks that impacts to the Bakersfield Homeless Center be recognized as significant under NEPA and Executive Order 12898 regarding Environmental Justice. Refer to page 5-47 of the Draft Supplemental EIR/EIS, which states “the F-B LGA would displace seven community facilities and directly affect an additional eight community facilities. These facilities include the Bakersfield Homeless Center, Golden Empire Gleaners, and the Mercado, which are used primarily by low-income and minority populations. The displacement of these important community facilities would disproportionately affect minority and low-income communities... Because the areas containing minority and low-income populations are more likely to experience greater displacement and community disruption and/or division impacts resulting from implementation of the F-B LGA, when compared to the larger reference community, socioeconomic and community impacts would have disproportionately high and adverse effects in these locations.”

B017-2

The avoidance and minimization measures, and the mitigation measures, addressing displacement as a result of the project, including displacement of community facilities like the Bakersfield Homeless Center, are adequate and effective to ensure that associated impacts are mitigated. Page 3.12-65 of the Draft Supplemental EIR/EIS describes how applicable mitigation functions with respect to both construction and operation of the project, contrary to the commenter's characterization, and how the mitigation is effective with regard to impacts from displacement to community facilities, including the Bakersfield Homeless Center. Note that the timing of certain impacts to those geographic portions of the Draft Supplemental EIR/EIS study area that are located to the south/east of a proposed station location (including the Bakersfield Homeless Center) are anticipated to occur in connection with implementation of the physical project, and thus may occur later in time and in connection with potential approval of the Bakersfield-Palmdale section.

Bakersfield Homeless Center's proposed “clarification” is similar in effectiveness to the mitigation disclosed in the Draft Supplemental EIR/EIS and, accordingly, is not adopted. Because SO MM-#3 addresses “completing new facilities before necessary relocations, and by involving affected facilities in the process of identifying new locations for their operations,” (page 3.12-65), it fulfills the same purpose identified by Bakersfield

B017-2

Homeless Center in seeking clarification about the timing of its relocation. Note further that avoidance and minimization measures detailed in Chapter 5 of the Draft Supplemental EIR/EIS, including SO-AM#2, will support the relocation process for facilities like the Bakersfield Homeless Center, and SO-MM#6 provides opportunities for affected communities to further engage with the Authority, including exploration of potential benefits for affected populations.

B017-3

The commenter provides a short description of coordination between the Authority and the BHC regarding acquisition of the facility. Bakersfield Homeless Center's proposed “revision” is similar in effectiveness to the mitigation disclosed in the Draft Supplemental EIR/EIS and, accordingly, is not adopted. Because SO MM-#3 addresses “completing new facilities before necessary relocations, and by involving affected facilities in the process of identifying new locations for their operations,” (page 3.12-65), it fulfills the same purpose identified by Bakersfield Homeless Center in seeking clarification about the timing of its relocation. Note that avoidance and minimization measures detailed in Chapter 5 of the Draft Supplemental EIR/EIS, including SO-AM#2, will support the relocation process for facilities like the Bakersfield Homeless Center, and SO-MM#6 provides opportunities for affected communities to further engage with the Authority, including exploration of potential benefits for affected populations. Note further that Bakersfield Homeless Center's proposed “revision” focusing on a “transition plan” shortly after a potential approval may also be infeasible in the context of the Homeless Center's location to the south/east of a proposed station location, insofar as the timing of impacts would be anticipated to occur later in time and in connection with potential approval of the Bakersfield-Palmdale section.

Submission B018 (Daryl Wilkendorf, Farmland Reserve, Inc., January 15, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #438 DETAIL	
Status :	Action Pending
Record Date :	1/22/2018
Response Requested :	No
Affiliation Type :	Business and/or Organization
Interest As :	Business and/or Organization
Submission Date :	1/15/2018
Submission Method :	Letter
First Name :	Daryl
Last Name :	Wilkendorf
Professional Title :	Executive Vice President
Business/Organization :	Farmland Reserve, Inc.
Address :	15443 Beech Avenue
Apt./Suite No. :	
City :	Wasco
State :	CA
Zip Code :	93280
Telephone :	661-391-9000
Email :	
Email Subscription :	
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	
EIR/EIS Comment :	Yes
Official Comment Period :	
Attachments :	438_Wilkendorf_letter_011518_Original.pdf (385 kb)

Farmland Reserve, Inc.

79 South Main Street, Suite 1000
 Salt Lake City, UT 84111-1945
 (801) 715-9100

15443 Beech Ave.
 Wasco, CA 93280
 (661) 391-9000

January 15, 2018

VIA MAIL AND EMAIL

Attn: Draft Supplemental EIR/EIS for the Fresno to Bakersfield Project Section
 California High-Speed Rail Authority
 770 L Street
 Suite 620 MS-1
 Sacramento, CA 95814
Fresno_Bakersfield@hsr.ca.gov

RE: Comments to Draft Supplemental EIR/EIS for the Fresno to Bakersfield Project Section

To Whom It May Concern:

Farmland Reserve, Inc., is an agricultural company with prime farmland and other production and processing assets in Kern County. We support the originally approved BNSF alignment and oppose the proposed "Fresno to Bakersfield Locally Generated Alternative" alignment.

The proposed alignment of the "Fresno to Bakersfield Locally Generated Alternative" (the "F-B LGA") presented in the above-referenced Draft Supplemental EIR/EIS bifurcates FRI property located along Burbank Avenue within the jurisdictional limits of the City of Shafter.

The FRI land and other impacted land in the area are classified as some of the richest farmland in the world. These rich San Joaquin Valley soils, coupled with ideal climatic conditions and a superb water supply (North Kern Water Storage District, "NKWSD", with strong Kern River water rights), provide the most ideal pistachio production lands available anywhere. In fact, these lands strongly contribute to Kern County's standing as California's leading pistachio producer and its rank among the top three agricultural counties in the state. Cutting into this prime farmland should weigh heavily on the decision of placement of tracks. The unique swath of land being directly and permanently impacted by the rail alignment simply cannot be replaced.

B018-1

Submission B018 (Daryl Wilkendorf, Farmland Reserve, Inc., January 15, 2018) - Continued

B018-2 | Nevertheless, if the F-B LGA is ultimately selected as the preferred alternative and the Supplemental EIR/EIS is certified, a primary objective should be to minimize the loss of prime farmland. We strongly urge the Authority to take deliberate steps to mitigate such detrimental effects.

B018-3 | Accordingly, we recommend that the California High-Speed Rail Authority implement the following in the design of the rail alignment and related facilities so that farming can continue on some or all of what will be left of the FRI land that will be isolated between the proposed alignment and Burbank Avenue:

- Address safety and logistical concerns by providing:
 - At least two additional "ag undercrossings" at the locations identified in the attached map.
 - Minimum size requirements to be determined.
 - Additional "harvest roads" necessary due to the bifurcation
 - Minimum size requirements to be determined.
- Resolve all irrigation issues created by the bifurcation
 - Re-engineer and build irrigation system with capacities to match existing system
 - Build reservoir(s) and lift system(s) and all other water systems and facilities as deemed necessary
 - Provide "utility sleeves" (at sufficient size) to serve the bifurcated section
 - Provide facilities as necessary (i.e. pumps, pipelines, etc...) to maintain access to NKWSD supplies

B018-4 | While we oppose the proposed F-B LGA alignment, we appreciate this opportunity to comment on the Draft Supplemental EIR/EIS for the Fresno to Bakersfield Project Section and look forward to further opportunities to discuss the needs raised in this letter. Any inquiries should be directed to Todd Turley, Land & Governmental Affairs at the Wasco address shown above or by email at: tturley@ari-slc.com.

Sincerely,



Daryl Wilkendorf
Executive Vice President

Response to Submission B018 (Daryl Wilkendorf, Farmland Reserve, Inc., January 15, 2018)

B018-1

The Central Valley of California is one of the most productive agricultural areas in the world. As described in Section 3.14 of the Draft Supplemental EIR/EIS, the project would have a direct effect on agricultural production through conversion of agricultural land to a transportation use, disruption of agricultural operations in Kern County, and a resultant indirect effect on the agricultural economy. Under the May 2014 Project, approximately 485 acres of prime farmland would be converted to a transportation-related use as a result of the project. Under the F-B LGA, approximately 372 acres of farmland, of which 370 acres are prime farmland, would be converted to a transportation-related use as a result of the project. This would result in the permanent loss of these agricultural lands, which the Draft Supplemental EIR/EIS identifies as a significant impact under CEQA. (Note that the Fresno to Bakersfield Section Final EIR/EIS also identified this impact as significant pursuant to NEPA.) Kern County has about 2.7 million acres of farmland, including about 597,771 acres of prime farmland (California Department of Conservation 2015). Nonetheless, the overall impact of the project on agricultural land in the San Joaquin Valley (including Kern County) is identified as a significant adverse impact (see Tables 3.14-10 and 3.14-11 of the Draft Supplemental EIR/EIS) and as contributing to cumulative farmland loss in the San Joaquin Valley.

To mitigate this impact, the Authority will utilize the services of the Department of Conservation's Farmland Conservancy Program to identify suitable agricultural land for permanent preservation through the purchase of conservation easements from willing sellers (see AG-MM#1 in Section 3.14.7 of the Fresno to Bakersfield Section Final EIR/EIS). The Authority has negotiated a contract with the Department of Conservation for this purpose and provided initial funding for agricultural land mitigation in the Merced to Fresno and Fresno to Bakersfield sections. As identified in the scope of work for that contract, the Authority and the Department of Conservation will develop selection criteria for the easements that will include, but not be limited to, the requirements in Public Resources Code section 10252, including the prioritization of easements on lands adjacent to other protected agricultural lands or that provide greenbelts or urban separators that have the added benefit of limiting urban sprawl. This mitigation measure will lessen the impact, but the Fresno to Bakersfield Section Final EIR/EIS recognizes that the converted farmland will be permanently lost for the production of agricultural commodities.

B018-1

In total, Kern County in the Fresno to Bakersfield Section accounted for about \$6.8 billion of the total \$47.1 billion (or about 14 percent) of the agricultural revenue generated in the state in 2015 (CDFA 2015). The project would have an effect on agricultural production through its conversion of agricultural land and effects on infrastructure (including access roads). It is expected that some of this production would relocate elsewhere within the San Joaquin Valley. Relocation would depend upon a number of variables, including the desires of the displaced farm owners, and cannot be accurately predicted. In some cases, production could not be easily replaced given the limited availability of suitable replacement lands or difficulties related to permitting necessary to continue production at a new site.

Some relocated agricultural production would take time to re-establish full production levels. In addition, any reduced agricultural production would have an additional multiplier effect on the region's economy and could affect businesses involved in agricultural services, food processing, and the transportation of goods (see Section 3.12 of the Fresno to Bakersfield Final EIR/EIS). In order to address this concern, the Final EIR/EIS included a commitment (see Section 3.14.6, Project Design Features) to assign a representative to act as a single point of contact to assist each confined animal facility owner during the process of obtaining new or amended permits or other regulatory compliance necessary to the continued operation or relocation of the facility. For information on relocation assistance, see Section 3.12 of the Fresno to Bakersfield Section Final EIR/EIS (Socioeconomics, Communities, and Environmental Justice) and FB-Response-SO-01 of the Fresno to Bakersfield Section Final EIR/EIS.

The project must also adhere to California Relocation Assistance Act requirements, which are discussed in Appendix 3.12-A of the Fresno to Bakersfield Section Final EIR/EIS. Information about acquisition, compensation, and relocation assistance is also available on the Authority's website. Even with this assistance there would be potential for temporary disruption to agricultural operations as production is reallocated between owners, where severed parcels are transferred to adjoining owners, and as facilities are relocated. Related economic sectors, such as processing facilities, could also experience some short-term multiplier effects from reduced production.

Response to Submission B018 (Daryl Wilkendorf, Farmland Reserve, Inc., January 15, 2018) - Continued

B018-1

Employment

Employment in the agricultural sector accounted for about 16 percent of the total industry employment in 2013 in Kern County (see Section 3.12.3 of the Draft Supplemental EIR/EIS). The conversion of agricultural land could result in a reduction in the number of farm workers, who could be negatively affected if the acquisition were to result in permanent job losses or they were unable to find work on another farm or industry in the region. This effect would be minimized if the agricultural production were to relocate elsewhere in the region. Although Kern County has policies to protect agricultural lands, according to the California Department of Conservation farmland conversion data, conversions of Important Farmland continue to occur. Kern County reported a 13,970 acre reduction in Important Farmland between 2008 and 2014 (California Department of Conservation 2014b). Population growth and the associated pressure for rural, small ranches, and urban development primarily drive the loss of Important Farmland. More recently, the trend to situate solar photovoltaic facilities on agricultural lands has reduced the total number of Important Farmland acres. In addition, the Kern County Council of Governments 2014 RTP/SCS forecasts the addition of 602,900 residents by 2040 (2014-2040 planning period). As a result, Important Farmland loss from urban expansion is expected to convert approximately 24 square miles. Nevertheless, this is less than two percent of Important Farmland and 1/10th the conversion compared to the previous 22 years. This substantially lower rate of farmland conversion is largely due to local government efforts to balance urban expansion with the conservation of economically viable farmland (Kern County Council of Governments 2014).

Road Closures

In addition to the permanent property acquisitions, the project would also result in road closures where the alignment would be at-grade. Permanent road closures resulting from the project were examined to identify potential effects on regional access for agricultural operations (please see Section 3.14.4 of the Draft Supplemental EIR/EIS). The potential effects from restriction in regional access include increased costs to operations and increased difficulties in moving workers and equipment to cultivate and harvest fields and deliver products to processing facilities and markets. There would be a total of 10 road closures as a result of the F-B LGA, 6 of which would be in rural areas and therefore could potentially impact agricultural operations. However, for the May

B018-1

2014 Project and the F-B LGA, the road closures associated with the project would be dispersed and detours to alternative routes or alternative property access would be approximately 2 miles long or less. As a result, regional access for agricultural operations (e.g., moving workers and equipment to cultivate and harvest fields and deliver products to processing operations and markets) is not expected to be restricted.

Impacts to Individual Agricultural Operations

The HSR project in the Fresno to Bakersfield Section would adversely affect individual farms and other agricultural operations. Construction of the HSR System would result in disruption to or removal of existing infrastructure such as buildings and other structures, pumps and wells, reservoirs/tailwater ponds, irrigation systems (including distribution lines, canals, and gravity flow systems), power supplies, and access. The Authority and FRA are sensitive to the importance of these disruptions to agricultural operations, including the acquisition of all or a portion of infrastructure needed for agricultural operations. The Authority will acquire right-of-way for the high-speed rail project in accordance with the Uniform Relocation Act (42 U.S.C. Ch. 61). The Uniform Relocation Act establishes minimum standards for treatment and compensation of individuals whose real property is acquired for a federally funded project. For more information on the Uniform Relocation Act, see Chapter 3.12 of the Fresno to Bakersfield Section Final EIR/EIS (Socioeconomics, Communities, and Environmental Justice) and FB-Response-SO-01 of the Fresno to Bakersfield Section Final EIR/EIS. The project must also adhere to California Relocation Assistance Act requirements, which are discussed in Appendix 3.12-A of the Fresno to Bakersfield Section Final EIR/EIS. Information about acquisition, compensation, and relocation assistance is also available on the Authority's website.

B018-2

Refer to Response to Comment B002-1 in Chapter 24 of this Final Supplemental EIR.

B018-3

This comment relates to a request for specific design amendments related to the Farmland Reserve, Inc. property and does not provide a comment on the adequacy or content of the analysis contained in the Draft Supplemental EIR/EIS. The Draft Supplemental EIR/EIS includes an analysis of the feasibility of continued agricultural

Response to Submission B018 (Daryl Wilkendorf, Farmland Reserve, Inc., January 15, 2018) - Continued

B018-3

activity on remnant parcels along the alignment. As noted under Impact AG#5, Effects on Agricultural Land from Parcel Severance, parcel severance could cause hardship to irrigation systems. The Authority would work with irrigation districts and landowners to protect irrigation systems as they intersect HSR. During the right-of-way acquisition process, the Authority's right-of-way agents will work with each affected property owner to address issues of concern.

B018-4

The Authority takes this comment into consideration and will continue to coordinate with private and public sectors during the environmental review process and subsequent phases of the project (right-of-way acquisition, regulatory permitting, final design, etc.).

Submission B019 (James Spillers, Flooring Liquidators, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #347 DETAIL

Official Comment Period : Yes

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Business and/or Organization
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : James
Last Name : Spillers
Professional Title : Outside Sales
Business/Organization : Flooring Liquidators
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : james_s@flooringliquidators.net
Email Subscription :
Cell Phone : 661-549-3770
Add to Mailing List :
Stakeholder Comments/Issues :

B019-1

Having the station on F street and Golden State makes NO SENSE. Your original proposal on Truxtun Avenue is the only smart place for the station- please do not allow the station to go on Golden State- this "local recommendation" from Alan Tandy and the City Council is nonsensical.

Please place it on Truxton Avenue- it makes NO sense elsewhere- for safety, useability and any other reason!!!!

Thank you

James Spillers
661.549.3770

--

Thank you,

James Spillers
Outside Sales

Flooring Liquidators
Bakersfield, CA

(661)549-3770 Mobile

EIR/EIS Comment : Yes

Response to Submission B019 (James Spillers, Flooring Liquidators, January 16, 2018)

B019-1

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission B020 (Brianna Heiber, Flooring Liquidators Branch 9, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #394 DETAIL

Status : Action Pending
Record Date : 1/17/2018
Response Requested :
Affiliation Type : Business and/or Organization
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Brianna
Last Name : Heiber
Professional Title :
Business/Organization : Flooring Liquidators Branch 9
Address : 6611 Rosedale Hwy
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93308
Telephone : 661-589-0123
Email : brianna@flooringliquidators.net
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

B020-1 | put the station for the new high speed rail on TRUXTON AVENUE

--

Brianna Heiber
 Flooring Liquidators Branch 9
 661-589-0123
 6611 Rosedale Hwy
 Bakersfield Ca 93308
 Check us out on Yelp!
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission B020 (Brianna Heiber, Flooring Liquidators Branch 9, January 16, 2018)

B020-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission B021 (Jonathan Yates, International Agricultural Development Graduate Group, January 11, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #271 DETAIL

Status : Action Pending
Record Date : 1/11/2018
Response Requested :
Affiliation Type : Business and/or Organization
Interest As : Business and/or Organization
Submission Date : 1/11/2018
Submission Method : Project Email
First Name : Jonathan
Last Name : Yates
Professional Title :
Business/Organization : International Agricultural Development Graduate Group
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : jeyates@ucdavis.edu
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

Dear HSRA,

B021-1 | It's difficult for the EIR proposed by the Bakersfield City Council to be considered credible when cost and impact estimates are not properly explained and source documents are unavailable. How are we truly supposed to compare the price of the two alternatives and the impact on land and surrounding neighborhoods/properties unless this is more clear?

Thanks,
Jonathan

--

Jonathan Yates
International Agricultural Development Graduate Group
UC Davis
jeyates@ucdavis.edu
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission B021 (Jonathan Yates, International Agricultural Development Graduate Group, January 11, 2018)

B021-1

The commenter requests explanations of and source documents for cost and impact estimates in the Draft Supplemental EIR/EIS. The commenter inaccurately attributes the Draft Supplemental EIR/EIS to the Bakersfield City Council; while the City was involved in the development of the LGA, the Draft Supplemental EIR/EIS was developed by the HSR Authority and FRA.

Comparative cost data is included in Chapter 6 of the Draft Supplemental EIR/EIS; however, the 2017 Cost Estimate Report (the source document for Chapter 6) contains a more detailed cost comparison and is available by request.

All source documents used in the preparation of the Draft Supplemental EIR/EIS and Final Supplemental EIR are available by request, pursuant to the Public Records Act. Instructions and further information about Public Records Act requests can be found on the Authority's website. The Authority encourages written requests submitted via email to records@hsr.ca.gov.

To send a written request via postal mail:
California High-Speed Rail Authority
Marie Hoffman/Public Records Officer
770 L Street, Suite 620 MS1
Sacramento, CA, 95814

Written requests should include details that will enable staff to identify and locate the requested records. The request should include a telephone number where the person making the request can be reached to discuss the request if the Authority needs additional information to locate the requested records.

Within 10 days from the date the request is received, the Authority will make a determination on the request and will notify the requester of its decision. If the determination cannot be made within 10 days due to unusual circumstances as defined in Government Code section 6253.1, the Authority will notify the requesting person of the reasons for the delay and the date when the determination will be issued. No such notice shall specify a date that results in an extension of more than 14 days.

Submission B022 (Unknown, Kern Apartments, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #426 DETAIL	
Status :	Action Pending
Record Date :	1/19/2018
Response Requested :	No
Affiliation Type :	Business and/or Organization
Interest As :	Business and/or Organization
Submission Date :	1/16/2018
Submission Method :	Program Info Line
First Name :	Unknown
Last Name :	Unknown
Professional Title :	Manager
Business/Organization :	Kern Apartments
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	
Telephone :	
Email :	
Email Subscription :	
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	

B022-1 | Hi I'm the manager of Kern Apartments calling to leave a comment on the Fresno to Bakersfield section I'm just calling to let you know that I oppose the F Street station alignment and support the Truxtun station and the Hybrid alignment, uh again I support the Truxtun station and the Hybrid alignment, thank you have a good day.

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission B022 (Unknown, Kern Apartments, January 16, 2018)

B022-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission B023 (Michael Geyer, KERNTec Engineering, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #322 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Business and/or Organization
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Michael
Last Name : Geyer
Professional Title : PE, CIH, CSP, Project Director
Business/Organization : KERNTec Engineering
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code :
Telephone :
Email : megeyer@atg1.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

Greetings:

It is with great pleasure that I am able to provide comment to the HSR Board.

B023-1

It shall be known that I am not a fan of the proposed California High-Speed Rail (HSR). As a California long-time resident and taxpayer, I feel that the proposed budget that I read when voting on bonds and tax dollars to be spent on HSR in California was under-represented, and the value and ridership of HSR was over-represented. I feel that this was intentionally misleading and disingenuous to do so.

That said, the proposed 9F² Street and Golden State location of the HSR station in Bakersfield further supports my disbelief and distrust of those in charge of California's HSR ? the 9F² Street location makes no logical, practical or reasonable sense!!! I, as a professional engineer involved with many public works projects throughout my 30-yr career, cannot fathom the basis for seriously considering the 9F² Street location; especially when compared to the alternate Truxtun Avenue location. I have tried to be open-minded re the HSR station's location in Bakersfield, but in all seriousness, the Truxtun location makes better use of existing infrastructure, brings HSR ridership closer to downtown Bakersfield and its convention facilities, and represents less cost and better use of taxpayer

B023-1

dollars.

If a HSR station is to be built in Bakersfield, the Truxtun location should be the only logical choice.

Respectfully submitted,

Michael Geyer

--

Michael Geyer, PE, CIH, CSP
 Project Director
 KERNTec Engineering
 Bakersfield, California
 www.kerntecindustries.com

EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission B023 (Michael Geyer, KERNTEC Engineering, January 16, 2018)

B023-1

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Refer to Table 6-1 of the Draft Supplemental EIR/EIS for a summary of the capital costs associated with the May 2014 Project and the F-B LGA. As shown in the table, the capital costs associated with the May 2014 Project are estimated at \$2,893.7 million, while the F-B LGA capital costs are estimated at \$2,687.5 million, a difference of more than \$200 million.

Submission B024 (Kalpesh Patel, Kerntown Motel, December 7, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #172 DETAIL	
Status :	Action Pending
Record Date :	12/7/2017
Response Requested :	Yes
Affiliation Type :	Business and/or Organization
Interest As :	Business and/or Organization
Submission Date :	12/7/2017
Submission Method :	Website
First Name :	Kalpesh
Last Name :	Patel
Professional Title :	Owner
Business/Organization :	Kerntown Motel
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93305
Telephone :	661-747-6372
Email :	kerntown@gmail.com
Email Subscription :	Bakersfield to Palmdale , Board of Directors, Central Valley, Construction Package 4 Updates, Locally Generated Alternative (Bakersfield)
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	

B024-1 | I would like to get an in depth understanding on the process and the timeline, plus how my property is impacted? couple of years ago i had a meeting with Diana Gomez, in which she informed me that my property will be acquired by the HSR Authority, with an early buyout, this was mutually agreed...

How do i get a list of properties that will be acquired by the HSR Authority? Further to that a list of properties with early buyout? where are these list in the draft document(s)?

If my property is not listed on the list of properties to be acquired, how would i go about having it listed for acquisition? and if it is not on the early buyout list, what need to be done to to be placed on the early buyout list?

EIR/EIS Comment : Yes

Official Comment Period : Yes

Response to Submission B024 (Kalpesh Patel, Kerntown Motel, December 7, 2017)

B024-1

A list of impacted parcels is not provided in the Draft Supplemental EIR/EIS; however, Appendix 3.1-A of the Draft Supplemental EIR/EIS graphically depicts the impacted parcels within the HSR footprint and identifies whether the parcel would be permanently or temporarily impacted.

The Authority has worked closely with government agencies, businesses, and individuals to refine the F-B LGA design to avoid or minimize impacts, including property acquisitions, to the maximum extent possible in light of the performance criteria for the high-speed rail. This refinement process will continue throughout final design for the selected alternative.

The Authority will acquire the land of property owners whose land is directly affected by the project in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 U.S.C. sec. 4601 et seq.) (Uniform Act) and Implementing Regulations (49 C.F.R. Part 24). The Uniform Act establishes minimum standards for treatment and compensation of individuals whose real property is acquired for a federally funded project.

For all acquisition of real property, the Uniform Act requirements include the following:

Appraisal of the property before negotiation begins

An invitation to the property owner to be present for the appraisal

A written offer of just compensation and a summary of what is being acquired

Payment for property before taking possession of it

An offer to acquire uneconomic remnants

Reimbursement for expenses resulting from the transfer of title

The Authority will negotiate on a case-by-case basis with property owners whose land would be impacted by the HSR System. Land will be acquired by the Authority at fair market value, as determined by the process described above. The Authority also has the power of eminent domain, allowing it to condemn the property of unwilling sellers, with payment of just compensation (i.e., fair market value) to the property owner. Eminent domain would be viewed as a last resort used to acquire the land for the public purpose of developing the statewide HSR System. Information on the eminent domain process is available on the Authority's website, please see, Your Property, Your High-

B024-1

Speed Rail Project (Authority 2013).

Just compensation is an amount paid to a property owner for property acquired for public purposes that is not less than the fair market value of the property acquired, including damages or benefits to the remaining property. Compensation would include any measurable loss in value to the remaining property as a result of a partial acquisition.

When displacement results from the acquisition of non-residential properties, such as businesses and farms, the Uniform Act's provisions for relocation assistance include:

Relocation advisory services

A minimum 90-day written notice to vacate before taking possession

Reimbursement for moving and reestablishment expenses

The California Relocation Assistance Act (CRAA) essentially mirrors the Uniform Act and also ensures consistent and fair treatment of owners, expedited acquisition of property by agreement to avoid litigation, and promotion of confidence in the public land acquisitions process. However, if there is federal funding on the project, as here, the Uniform Act takes precedence.

A property owner may also claim a loss of business goodwill under California Code of Civil Procedure 1263.510 et seq. Goodwill is defined as the benefits that accrue to a business because of its location; reputation for dependability, skill, or quality; and any other circumstances resulting in probable retention of old or acquisition of new patronage. Loss of Goodwill is paid as an acquisition expense, but some of the items considered in calculating loss of goodwill may also be covered as a relocation expense.

Consistent with the requirements of the Uniform Act and CRAA, the Authority is committed to working closely and proactively with residents and businesses to help them plan ahead for relocation, find new homes or sites, and solve problems related to the acquisitions. While relocation assistance would mitigate the displacement, relocation could still represent an inconvenience or hardship to some property owners.

The Authority's relocation assistance and advisory services would include, but not be

Response to Submission B024 (Kalpesh Patel, Kerntown Motel, December 7, 2017) - Continued

B024-1

limited to, measures, facilities, or services that may be necessary or appropriate to determine the relocation needs and preferences of each household, business, farm, and nonprofit organization to be displaced. The Authority would provide current information on the availability, purchase prices, and rental costs of comparable replacement dwellings. Other benefits and compensation may include payment of residential moving expenses and replacement housing payments, nonresidential moving expenses, and reestablishment expenses. The Authority's relocation assistance documents in Appendix 3.12-A outline compensation and acquisition procedures in detail. For any properties acquired for the project, including any community facilities identified in Draft Supplemental EIR/EIS Section 3.12.3.7, Communities and Neighborhoods, the Authority would comply with appropriate provisions of the federal Uniform Relocation Act. Property owners whose entire or partial property would be acquired by the Authority would receive just compensation for their land and improvements.

Additional information about acquisition, compensation, and relocation assistance, and the Uniform Act, is also available in Appendix 3.12-A of the Fresno to Bakersfield Section Final EIR/EIS, and on the Authority's website.

Submission B025 (Steve Dempsey Jr., KS Industries, LP, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #402 DETAIL

Official Comment Period : Yes

Status : Action Pending
Record Date : 1/17/2018
Response Requested :
Affiliation Type : Business and/or Organization
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Steve
Last Name : Dempsey Jr.
Professional Title : Project Controls
Business/Organization : KS Industries, LP
Address : 6205 District Blvd.
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93313
Telephone :
Email : SDempseyjr@ksilp.com
Email Subscription :
Cell Phone : 661-203-5499
Add to Mailing List :
Stakeholder Comments/Issues :

B025-1

I'm a citizen of the city of Bakersfield and would prefer the high speed rail station to be placed at the Truxtun Ave location

Sent from my iPhone

Steve Dempsey Jr.
 Project Controls
 KS Industries, LP
 6205 District Blvd.
 Bakersfield CA 93313
 SDempseyjr@ksilp.com

Mobile: 1(661) 203-5499

This e-mail and any attachments are for the sole use of the intended recipient(s) and may contain information that is confidential. If you are not the intended recipient(s) and have received this e-mail in error, please immediately notify the sender by return e-mail and delete this e-mail from your computer. Any distribution, disclosure or the taking of any other action by anyone other than the intended recipient(s) is strictly prohibited.

EIR/EIS Comment : Yes

Response to Submission B025 (Steve Dempsey Jr., KS Industries, LP, January 16, 2018)

B025-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission B026 (Adeyinka Glover, Leadership Counsel for Justice and Accountability, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #334 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Business and/or Organization
Interest As : Business and/or Organization
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Adeyinka
Last Name : Glover
Professional Title : Attorney
Business/Organization : Leadership Counsel for Justice and Accountability
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone : 661-843-7677
Email : aglover@leadershipcounsel.org
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

Attachments : 334_LdrshpCnslfrJstceandAcctbilty_email_011618_Attachment.pdf (3 mb)

Good afternoon,

My name is Adeyinka Glover and I work at Leadership Counsel for Justice and Accountability. Attached please find a joint comment letter from Leadership Counsel, Central California Environmental Justice Network, and Faith in the Valley.

Please let me know if you have any questions.
Yinka

--

Adeyinka Glover, Esq.

Attorney

Leadership Counsel for Justice and Accountability

(661) 843-7677

aglover@leadershipcounsel.org

EIR/EIS Comment : Yes

Official Comment Period : Yes

Submission B026 (Adeyinka Glover, Leadership Counsel for Justice and Accountability, January 16, 2018) - Continued



January 16, 2018

Attn: Draft Supplemental EIR/EIS for the Fresno to Bakersfield Project Section
California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

Re: Comments on Fresno to Bakersfield Draft Supplemental EIR/EIS

To Whom It May Concern:

Thank you for the opportunity to submit comments regarding the California High-Speed Rail Authority ("HSRA") Fresno to Bakersfield Draft Supplemental EIR/EIS ("Draft"). Leadership Counsel, along with Central California Environmental Justice Network and Faith in the Valley are partners in the comments. Leadership Counsel for Justice and Accountability works alongside residents of disadvantaged communities across the San Joaquin and East Coachella Valley, including throughout Kern County, to advocate for sound policy and eradicate injustice and secure equal access to opportunity regardless of wealth, race, income or place. Through our comments, we seek to ensure that the Fresno-Bakersfield alignment creates sustainable, equitable, and effective transportation options that benefit all of Kern County's residents, and that the HSRA has thoroughly evaluated and mitigated the environmental and human impacts of the alignment—from construction through operation—on Kern County's disadvantaged communities and populations in accordance with the California Environmental Quality Act ("CEQA") and state and federal fair housing and civil rights laws.

B026-1

Leadership Counsel understands that there are two proposed routes of HSR through Kern County: the Hybrid Alignment ("Hybrid") also known as the "May 2014 Project Alternative" and the Locally Generated Alternative (LGA). Each option's route affects Kern County substantially differently. The Hybrid for the most part follows the already established BNSF rail line. The LGA charts its own path and would require more property acquisition and road construction to operate. In fact, the LGA would split disadvantaged communities, like Oildale. The Final EIR/EIS must analyze all potentially significant impacts of these alignments for each of these routes, including in particular, impacts on environmentally burdened communities, and identify and adopt all feasible mitigation.



B026-2

I. The Draft is a Subsequent EIR not an Supplemental EIR as Alleged

After certification of an EIR, a subsequent or supplemental EIR is permissible under several circumstances. A subsequent EIR is appropriate when "substantial changes are proposed in the project which will require major revisions of the previous EIR . . ."¹ A supplement is appropriate when there are substantial changes however "only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation."² The May 2014 EIR for the Fresno-Bakersfield alignment was certified by the appropriate agencies. The LGA proposed a completely new alignment through Kern County for a stretch of about forty miles. The new alignment travels through different communities and proposes a completely new station stop about a mile and a half away from the certified May 2014 stop. These changes are substantial and require an independent analysis of its environmental impacts, and with comparison to the previously certified alignment.

A subsequent EIR must follow appropriate notice and process procedures. A notice of preparation must be developed and sent out. Since, substantial changes to the 2014 certified EIR were made for the Draft, appropriately identifying the EIR as a subsequent EIR is critical to properly notifying the public. This was not done in the Draft.

B026-3

II. The EIR must Evaluate Environmental Impacts of Industrial Business Displacement

The LGA Summary section briefly mentions that industrial businesses currently in the route's path would be displaced and that industrial areas located in the unincorporated community of Oildale will be relocated. The LGA's "Station Planning, Land Use, and Development" portion of the EIR provides no detailed discussion of how the EIR/EIS would mitigate the impacts of relocating the industrial businesses, nor to where the businesses may be relocated. It is important that the report identify what types of sites are intended as the relocation sites. It's imperative that other disadvantaged communities are not further impacted by industrial businesses moving into their communities.

B026-4

III. The EIR Must Be Consistent with Local and Regional General Plans

Section 15125(d) of the California Environmental Quality Act (CEQA) Guidelines requires EIRs to "...discuss any inconsistencies between the proposed project and applicable general plans and regional plans. The LGA EIR's "Environmental Justice" section mentions that HSR is a state project and the State has not made any commitment to comply with local regulations, but local and regional general plans were reviewed for elements relevant to environmental justice. Since the LGA affects specific local and regional general plans, the EIR must elaborate on which local and regional plans were reviewed and which were not, identify inconsistencies between the

¹ California Public Resources Code 15162(a)(1)

² California Public Resources Code 15163(a)(2)

Submission B026 (Adeyinka Glover, Leadership Counsel for Justice and Accountability, January 16, 2018) - Continued

B026-4 routes under consideration and all local and regional plans applicable to the area covered or impacted by the routes, any resulting environmental impacts and impacts on environmental justice considerations, and identify and include appropriate mitigation.

The EIR's analysis of conflicts with local and regional plans must include an evaluation of potential conflicts with general plan housing elements. When evaluating a route's consistency with an applicable housing element, the EIR must evaluate the impact of the proposed routes on the relevant jurisdictions' abilities to meet their Regional Housing Needs Allocations, timely implement the housing element's goals, policies, objectives, and programs, and analyze how potential displacement effects, both economic and physical, of the proposed route may conflict with Housing Element goals and objectives. For example, Kern County's Housing Element states, "Examine and/or adopt policies to facilitate revitalization opportunities of existing infrastructure improvements for underserved Disadvantaged Unincorporated Communities."³ Appropriate analysis would examine how the planned alignment might hinder the policy's implementation. Economic and physical displacement impacts on various communities—especially disadvantaged communities—must be included in this evaluation.

B026-5 **IV. The EIR Must Analyze the Potential For Environmental Impacts of Economic and Physical Displacement Associated With the Proposed Routes And Include All Feasible Mitigation Measures**

HSR will draw cost-burdened coastal residents inland to an area like Kern County as part of the skilled labor force to build HSR or to utilize the rail's services upon completion of the project. An influx of inhabitants to Kern County, including residents who will commute to the Coast and earn higher coastal wages, will drive up housing prices that may displace existing Kern County residents who would no longer be able to afford their homes. This may burden the housing market, in particular, the market for housing affordable to lower and moderate income residents, and require additional development of housing at an exponential rate.

Bakersfield is already experiencing high rent increases. In 2016, rent increased by 7% in the course of a year.⁴ In fact, according to Bakersfield's 2015-2023 Housing Element, 10,385 or 84% of Extremely Low Income residents and 10,365 or 83% of Very Low Income residents of the City are deemed "housing cost burdened", with rents comprising at least 30% of household income. Residents experiencing housing cost burdens and severe housing cost burdens are at heightened risk of displacement and homelessness as a result of housing cost increases. The Final EIR/EIS must fully analyze potential displacement—both physical and economic—resulting from the alignments and identify and adopt all feasible mitigation.

³ Kern County Housing Element (6-9)

⁴ http://www.bakersfield.com/news/business/report-bakersfield-rent-increases-led-the-country-in-december/article_360190ed-d5e9-5d4d-8edc-d56eb2e346b6.html

B026-6 **V. The Final EIR/EIS Must Fully Evaluate Cumulative Impacts of The Proposed Routes**

The Draft includes insufficient analysis and mitigation of the cumulative effects of the LGA and Hybrid routes. Even if following the completion of a thorough analysis of individual environmental justice concerns impacts are not determined to be substantial or are satisfactorily mitigated, the sum of the impacts must be evaluated. A project is determined to have a significant effect on the environment if "the possible effects of a project are individually limited but cumulatively considerable."⁵ In evaluating cumulative effects, air quality factors like demolition dust and construction, sound, vibration, aesthetics, and transportation access must all be evaluated. For example, the alignment would cut through communities with high pollution burdens under the State's CalEnviroScreen 3.0 Tool and the EIR/EIS must evaluate cumulative impacts that the alignments would have on these communities. Attention must be paid to significant impacts in these areas and all impacts must be fully mitigated.

B026-7 **VI. Draft EIR issues of Civil Rights and Fair Housing**

The Final EIR/EIS must thoroughly analyze and mitigate the effects of this Project to low-income communities of color that stand to be impacted to ensure that the project does not result disproportionately burden any such communities and result in a violation of state and federal civil rights and fair housing laws.⁶ The Draft does not contain an adequate analysis of civil rights implications for either route. The LGA would cut directly and predominately through low-income communities of color, whereas the Hybrid travels through a mixture of communities. [See figures 5-2(b) and 5-3(b) in the "Environmental Justice chapter."] The Final EIR/EIS does not adequately analyze the impacts of either route on disadvantaged communities protected classes. The Final EIR/EIS must fully analyze and mitigate these impacts, including in particular impacts associated with route segments that cut through disadvantaged communities.

B026-8 **VII. Kern County Impacts not Identified in Fresno to Bakersfield Draft EIR**

The Draft EIR/EIS focuses on the communities between the Fresno and Bakersfield Stations and does not address impacts of potential alignments in communities, including numerous disadvantaged unincorporated communities, located to the south of the Bakersfield Station options. We understand that the portion of the route covering Bakersfield south to Palmdale will be covered in a subsequent EIR/EIS and encourage the HSRA to develop and implement a robust public outreach process beginning with identification of potential route alternatives through the development of the EIR and implementation of mitigation. The outreach process should give special attention to ensuring full inclusion of disadvantaged communities and populations and stakeholder organizations, such as Leadership Counsel. We are available and willing to meet

⁵ CA Public Resources Code Section 21083(b)(2)

⁶ 42 U.S.C. § 3601; Cal. Gov. Code § 11135, 1290, & 65008.

Submission B026 (Adeyinka Glover, Leadership Counsel for Justice and Accountability, January 16, 2018) - Continued

B026-8 | with HSR staff to discuss an outreach plan that will ensure that residents of disadvantaged communities are fully included in the planning process for the Bakersfield-Palmdale alignment.

B026-9 | While communities further south past either Bakersfield station stop are not discussed generally, one community center located past the Bakersfield Station stops that is discussed is Mercado Latino Tianguis (Mercado Latino). Mercado Latino is made up of an estimated 118 small businesses. To the extent that the Fresno-Bakersfield alignment would result in or require the relocation of Mercado Latino or otherwise impact the business, including by impairing access by patrons during route construction or operation, the Final EIR/EIS must fully analyze and mitigate these potential impacts. For example, one potential impact of relocation or impaired access by residents is an Vehicle Miles Travelled and greenhouse gas emissions, as residents will be required to travel to other establishments to purchase groceries. In addition, loss of Mercado Latino—a culturally significant fixture for the Bakersfield Latino community—could result in relocation of Latino residents seeking to communities with goods and services that meet their needs. These and other impacts must be disclosed, analyzed, and mitigated.

* * * * *

Thank you for your consideration of our comments. We look forward to working together to ensure that the Final EIR/EIS ensures that the route selected benefits and does not undermine environmental health and well-being for disadvantaged communities. Please do not hesitate to contact me at (661) 843-7677 to find a time to discuss them in person.

Sincerely,



Adeyinka Glover, Esq.
Attorney
Leadership Counsel for Justice and Accountability
aglover@leadershipcounsel.org

Gustavo Aguirre Jr.
Project Coordinator
Central California Environmental Justice Network

Alex Gonzalez
Community Organizer
Faith in the Valley

Response to Submission B026 (Adeyinka Glover, Leadership Counsel for Justice and Accountability, January 16, 2018)

B026-1

The commenter notes the two alignments. The commenter states that the F-B LGA would “charter” its own path and would require more property acquisition and road construction to operate. The commenter notes that the F-B LGA would split disadvantaged communities like Oildale. The commenter states that the environmental document must analyze all potentially significant impacts of these alignments for each of these routes. The commenter stresses the importance of analyzing impacts on environmentally burdened communities and identification and adoption of all feasible mitigation.

Refer to Appendix 8-A of the Draft Supplemental EIR/EIS. Table 8-A-48 summarizes the number of property acquisitions and residential and business displacements that would occur under the May 2014 Project as compared to the F-B LGA. The May 2014 Project would clearly displace more residents, businesses, and community facilities than the F-B LGA.

Both station locations would require reconfiguration of roads and intersections. The F Street station is closer to State Route 204, which would require reconfiguring on- and off-ramps. Both stations will be easily accessed from road systems in the vicinity. The F Street Station, as shown in Drawing Number A1801 in Volume III: Station Drawings of the Draft Supplemental EIR/EIS, would be accessible from Chester Avenue, SR 204, 34th Street, and F Street. The Truxtun Avenue Station, as shown in Drawing Number A9804, in Volume III: Station Drawings of the Final EIR/EIS, would be accessible from Union Avenue, Truxtun Avenue, U Street, and 14th Street. Some reconstruction of all access roads for either station would be required for the construction of the station, parking, and approaches.

The F-B LGA would follow existing transportation corridors, along the UPRR tracks and Golden State Avenue, through the community of Oildale. The F-B LGA would not cause division of this community. Refer to Section 3.12.4.2 and Section 5.6.3 of the Draft Supplemental EIR/EIS for detailed discussions regarding the Environmental Justice impacts of the F-B LGA, including in the community of Oildale.

B026-2

The commenter indicates that the Draft Supplemental EIR/EIS is a Subsequent EIR under CEQA regulations. The commenter also states that since the F-B LGA is a completely new alignment 40 miles long^[1] and proposes a new station stop about a mile and half away from the certified May 2014 stop that such changes are substantial and require an independent analysis of its environmental impacts with comparison to the previously certified alignment in a Subsequent EIR.

Chapter 1 of the Draft Supplemental EIR/EIS (Section 1.1.3 pages 1-5 through 1-10) provides an explanation, per CEQA guidelines (refer to Section 15163 “A Supplement to an EIR”), why a Supplemental document was prepared and not a Subsequent document.

CEQA Guidelines Sections 15162 and 15163 describe when a supplement to an EIR may be prepared. To determine whether preparation of a Supplemental EIR is appropriate, the criteria in CEQA Guidelines Section 15162 governing preparation of Subsequent Documents and the additional criteria in CEQA Guidelines Section 15163 governing preparation of Supplemental Documents must be met. Under NEPA (40 Code of Federal Regulations §1502.9), a supplement to a draft or final EIS may be prepared “when the agency determines that the purposes of NEPA would be furthered by doing so” or if “(1) the agency makes substantial changes in the proposed action that are relevant to environmental concerns, or 2) there are significant new circumstances or information relevant to environmental concerns and bearing on the proposed actions or its impacts”.

The Authority and FRA have determined that the preparation of a Draft Supplemental EIR/EIS is appropriate here because the certified Fresno to Bakersfield Section Final EIR/EIS remains relevant. The Draft Supplemental EIR/EIS examines only the 23.13-mile portion of the full 114-mile Fresno to Bakersfield Section studied in the Fresno to Bakersfield Section Final EIR/EIS that runs between just north of Poplar Avenue to Oswell Street. It evaluates the F-B LGA and proposed station at F Street Station in site-specific detail to provide a complete assessment of the direct, indirect, and cumulative effects of the proposed action.

[1] The commenter incorrectly states that the F-B LGA alignment is 40 miles long. The

Response to Submission B026 (Adeyinka Glover, Leadership Counsel for Justice and Accountability, January 16, 2018) - Continued

B026-2

F-B LGA alignment is 23.13 miles long, whereas the May 2014 Project is 24.16 miles long.

B026-3

Displacement and relocation of industrial businesses, including those located in the community of Oildale, is addressed under Impact SO #10 – Commercial and Industrial Business Displacements, in Section 3.12.4.2, Fresno to Bakersfield Locally Generated Alternative, of Section 3.12, Socioeconomics and Communities. The availability of suitable properties to which businesses could relocate was performed based on a county-wide assessment area, consistent with the methodology used for the Fresno to Bakersfield Section Final EIR/EIS and other sections of the HSR.

The HSR project would implement avoidance and minimization measures that help reduce impacts to affected business. As stated in Section 3.12.5, Avoidance and Minimization Measures, of the Draft Supplemental EIR/EIS, these measures are summarized in Chapter 3.12, Socioeconomics, Communities, and Environmental Justice, of the Fresno to Bakersfield Section Final EIR/EIS. The two avoidance and minimization measures that apply to industrial displacements and relocations are compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act and development and implementation of a relocation mitigation plan, as discussed on pages 3.12-135 through 3.12-137 of Chapter 3.12, Socioeconomics, Communities, and Environmental Justice, of the Fresno to Bakersfield Section Final EIR/EIS.

B026-4

The commenter notes that CEQA guidelines require EIRs to discuss any inconsistencies between the proposed project with applicable general plans and regional plans. The commenter further notes that Chapter 5 of the Draft Supplemental EIR/EIS states that local and regional general plans were reviewed in the preparation of analysis. The commenter requests that the discussion be expanded to include which local and regional plans were reviewed, whether there were any inconsistencies found, and any resulting impacts and mitigation.

B026-4

Refer to Section 3.0, Regulatory Setting, in the Fresno to Bakersfield Section CIA (2012) for a discussion of applicable federal, state, and local regulations related to socioeconomic, community, and environmental justice issues applicable to the HSR project, including the F-B LGA. Any local policies and regulations that were changed, updated, or added since publication of the Fresno to Bakersfield Section CIA (2012), as well as any plans that apply specifically to the F-B LGA that were not included previously, are discussed in Table 3-1 of the F-B LGA CIA (2017). Refer also to Appendix 3.13-A of the Draft Supplemental EIR/EIS disclosing potential inconsistencies.

The commenter further requests that the EIR include a discussion of potential impacts on implementation of applicable housing elements, including an evaluation of any impacts on the ability of local jurisdictions to meet their Regional Housing Needs Allocations.

Refer to the F-B LGA CIA (2017). The Kern Council of Governments' 2014 Regional Housing Needs Allocation Plan was used to prepare the analysis for the CIA, which in turn informed the analysis in Section 3.12, Socioeconomics and Communities and Chapter 5, Environmental Justice of the Draft Supplemental EIR/EIS. The current (2014) Regional Housing Needs Allocation Plan covers the period between January 1, 2013 and December 31, 2023. This portion of the HSR system will not be implemented until after construction of the 119-mile Central Valley Segment (Madera to Poplar Avenue), which is anticipated to be completed in 2022, according to the Draft 2018 California HSR Business Plan (Authority 2018). While the allocations found in the Kern Council of Governments' 2014 plan have informed projections and analysis in the Draft Supplemental EIR/EIS, the HSR project in Kern County will not impact the ability of local jurisdictions to meet their Regional Housing Needs Allocations. Any future Regional Housing Needs Allocations for Kern County jurisdictions should account for the HSR project as a potential development constraint.

The commenter states that economic and physical displacement impacts on various communities must also be included. Refer to Section 3.12, Socioeconomics and Communities and Chapter 5, Environmental Justice of the Draft Supplemental EIR/EIS for discussion of any economic and physical displacement impacts on communities.

Response to Submission B026 (Adeyinka Glover, Leadership Counsel for Justice and Accountability, January 16, 2018) - Continued

B026-4

B026-5

Because there are a number of factors that affect housing rates and availability, projecting residential displacement due to potential increased rents that could result from temporary and long-term employment associated with the HSR project would be speculative. Such speculation on potential future impacts is not required by CEQA or NEPA. However, consistent with the methodology used for the analysis in the Fresno to Bakersfield Section Final EIR/EIS, the analysis in the Draft Supplemental EIR/EIS estimates the number of temporary and long-term jobs that would be generated as a result of the HSR project and includes discussion of potential effects to population.

As discussed under Impact SO #5 – Temporary Construction Employment, in Section 3.12.4.2, Fresno to Bakersfield Locally Generated Alternative, of Section 3.12, Socioeconomics and Communities, of the Draft Supplemental EIR/EIS, some influx of population is expected as workers arrive in the area seeking jobs. However, given the high level of unemployment in the region and the large number of construction workers available for employment, the majority of these new construction jobs would be filled by current residents of these communities who possess the necessary construction skills.

Section 3.18.4.2, Fresno to Bakersfield Locally Generated Alternative, of Section 3.18, Regional Growth, evaluates employment effects and associated population growth associated with the HSR project. This assessment found that 17,200 jobs would be created in Kern County by 2035 as a result of operation of the HSR system, a 4.0 percent increase above the 2035 projections under the No Project Alternative. Given that unemployment rates in Kern County have historically been higher than those of the state, operation of the HSR system would provide employment opportunities for residents in the area and would not induce substantial growth beyond that already projected for Kern County.

The assessment also found that the increase in population induced by the HSR project would contribute a 3.5 percent increase in Kern County compared to 2035 population projections under the No Project Alternative. This increase would remain small relative to the total growth projected to occur in the county between 2010 and 2035 under the

B026-5

No Project Alternative, which amounts to 55.1 percent. The percentage increase in population in Kern County related to operation of the HSR system is expected to be slower than the percentage increase in employment in the county associated with the project due to the likelihood that a number of the jobs generated by operation of the HSR system would be filled by area residents. Additionally, this growth would be spread out over time and any interregional shifts in residential locations are expected to be a small portion of the growth expected in the county. Therefore, the HSR project would not induce substantial population growth beyond that already projected for Kern County.

B026-6

Chapter 5 of the SEIR/SEIS has been revised to include a cumulative analysis of Environmental Justice impacts. Operation of the F-B LGA and other past, present, and reasonably foreseeable projects would not have cumulative adverse impacts on environmental justice populations under NEPA.

B026-7

Chapter 5 of the Draft Supplemental EIR/EIS describes the location of minority and low-income populations within the study area boundaries for both the May 2014 Project and the F-B LGA. Pages 5-49 of the Draft Supplemental EIR/EIS states:

As shown in Figure 5-2 and described in Section 5.4, Affected Environment, minority and low-income populations in the May 2014 Project study area are located primarily in the urban areas of Shafter and Bakersfield. Within Shafter, minority and low-income communities are located primarily to the southwest of May 2014 Project alignment. In Bakersfield, areas with minority and low-income populations are concentrated south of Truxtun Avenue and around the May 2014 Project alignment at its southern terminus near Oswell Street.

Like the May 2014 Project, minority and low-income populations in the F-B LGA study area are located primarily in the urban areas of Shafter and Bakersfield. Within the F-B LGA study area, the community of Oildale also includes minority and low-income populations, and scattered areas of low-density minority and low-income populations are located in the rural areas of Kern County between Shafter and Bakersfield. Around the F

Response to Submission B026 (Adeyinka Glover, Leadership Counsel for Justice and Accountability, January 16, 2018) - Continued

B026-7

Street Station, minority and low-income populations are located primarily east/northeast of the station site (east of Chester Avenue) and south of SR 99. For the F-B LGA, one MOIF is proposed to be located in Shafter between Poplar Avenue and Fresno Avenue. The communities south and east of the proposed MOIF site contain minority and low-income populations.

As described above, minority and low-income populations are located within the 0.5-mile study area boundaries for both alignments.

Title VI of the Civil Rights Act prohibits discrimination on the basis of race, color, national origin, age, sex or disability in programs and activities receiving federal financial assistance. In March 2012, the Authority adopted a policy and plan to ensure that the California HSR Program complies with Title VI (Authority, 2012)[1]. The Authority's Title VI program ensures that no person in the State of California is excluded from participation in, nor denied the benefits of, its programs, activities, and services on the basis of race, color, national origin, age, sex, or disability. The Authority's Title VI program includes guidance on public participation, limited English proficiency (LEP), environmental justice, Title VI assurances, complaint procedures, annual reports and data collection. It also includes a commitment to inclusive public involvement of all persons affected by the HSR project (Authority 2012). Consistent with the Authority's Title VI program and the National Environmental Policy Act (NEPA), the environmental review for the F-B LGA includes an analysis of potential environmental justice effects, as well as public outreach to minority and low-income communities, as described in Chapter 5 of the Draft Supplemental EIR/EIS.

Chapter 5 of the Draft Supplemental EIR/EIS was prepared in compliance with the California High Speed Rail Project Environmental Impact Report/Environmental Impact Statement Environmental Methodology Guidelines Version 5 (Authority and FRA 2014), which describes the appropriate methodology for identifying disproportionately high and adverse impacts on minority and low-income populations resulting from the HSR project. As stated on page 5-22 of the Draft Supplemental EIR/EIS:

When minority or low-income populations were identified, the impacts experienced by that population were compared with the resource study area and the larger reference

B026-7

community (Kern County) to determine whether the project would result in a disproportionately high and adverse impact. A disproportionately high and adverse effect on minority and low-income populations is defined as an impact that is predominantly borne by a minority and/or low-income population or will be suffered by the minority and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect suffered by the non-minority and/or non-low income population in the affected area and the reference community. In addition, in determining whether the impact would be disproportionately borne by a minority and/or low-income population, the analysis considered if the project would implement measures to avoid or reduce the adverse effect, and/or provide benefits that would affect the minority and low-income populations.

As described above, the presence of minority and low-income populations within the project study area, does not, in itself, indicate that those communities would experience disproportionately high or adverse impacts compared to the larger reference community. Whether adverse effects will be disproportionately high is dependent upon various circumstances, including:

- The location of an adverse effect primarily in minority or low-income areas or in both minority/low-income areas and non-minority/low-income areas
- The percentage of the minority and low-income population in the area of impact as compared to the percentage of the minority and low-income population in the reference community
- The perceptions of the minority/low-income populations affected by the impact, regarding its severity and the success of the proposed mitigation measures in reducing impacts
- The equal application of mitigation measures to minority/low-income and non-minority/low-income populations
- The project benefits that will be received by the minority/low-income populations
- Any social, religious or cultural resources and public services, such as police, fire, and emergency services particularly important to the minority/low-income populations that would be affected.[2]

Chapter 5 provides an analysis of the potential disproportionately high and adverse

Response to Submission B026 (Adeyinka Glover, Leadership Counsel for Justice and Accountability, January 16, 2018) - Continued

B026-7

impacts to minority and low-income populations resulting from construction and operation of the F-B LGA. It also provides a summary of the impacts associated with the May 2014 Project, as identified in the Fresno to Bakersfield Section EIR/EIS. As described in the Draft Supplemental EIR/EIS, a comparison between the impacts of the F-B LGA and May 2014 Project indicates that the F-B LGA would have lesser impacts related to noise and vibration, socioeconomics and communities, land use and parks and recreation than the May 2014 Project because the F-B LGA primarily traverses areas zoned for industrial or commercial use, minimizing the impacts to residentially-zoned properties that include minority and low-income populations.

[1] California High Speed Rail Authority, 2012. Title VI Program Plan. February. Available online at: https://www.hsr.ca.gov/docs/programs/title_VI/CHSRA%20Title%20VI%20Program%20Final%206-21-12.pdf (accessed February 12, 2018).
[2] Authority and FRA, 2014. California High Speed Rail Project Environmental Impact Report/Environmental Impact Statement Environmental Methodology Guidelines Version 5. June.

B026-8

The commenter expresses concern that the environmental document does not address impacts of potential alignments in communities located south of the Bakersfield Station options.

The F-B LGA starts at Poplar Avenue north of Shafter, moves through Shafter, unincorporated Kern County, Oildale and Bakersfield, and continues east/southeast to Oswell Street in East Bakersfield, a community in unincorporated Kern County. The Draft Supplemental EIR/EIS does not discuss impacts to any communities south or east of Oswell Street. The Project Section south of Bakersfield is the Bakersfield to Palmdale Section. The environmental document for that section is under preparation, and will provide analysis of impacts to communities in Kern County east and south of Oswell Street, the terminus of the F-B LGA. See the Authority's website (http://www.hsr.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/bakersfield_palmdale.html) for more information related to the Bakersfield-Palmdale section, including information on public outreach events held to date.

B026-8

Refer to Section 3.12, Socioeconomics and Communities, of the Draft Supplemental EIR/EIS for analysis of potential impacts and benefits to communities east and southeast of the F Street Station in Bakersfield and in East Bakersfield. Impacts to schools such as Bethel Christian School, community facilities such as the Bakersfield Homeless Center, Mercado Latino, Golden Empire Gleaners, and others, all located east and southeast of the F Street Station, are considered. Additionally, discussions of populations in Bakersfield and Kern County are inclusive of communities east and southeast of the F Street Station.

Refer to Section 3.15, Parks, Recreation, and Open Space of the Draft Supplemental EIR/EIS for a discussion of impacts to Weill Park, located east/southeast of the F Street Station.

Refer also to Section 3.16, Aesthetics and Visual Resources, of the Draft Supplemental EIR/EIS for a discussion of visual impacts to the Central Bakersfield Landscape Unit and the East Bakersfield Landscape Unit, both of which are east and southeast of the F Street Station.

Refer to Section 3.17, Cultural Resources, of the Draft Supplemental EIR/EIS for a discussion of impacts to potentially historic Built Resources south and southeast of the F Street Station.

Refer to Chapter 8 and Appendix 8-A of the Draft Supplemental EIR/EIS for analysis of impacts from the May 2014 Project to communities and facilities east of the Truxtun Station. In particular, Tables 8-A-48, 8-A-52, 8-A-53, 8-A-54 provide information about impacts from the May 2014 Project.

B026-9

The Community Impact Assessment Technical Report for the F-B LGA determined that the Mercado Latino Tianguis would be partially displaced by the project as the building would be modified by removing the far north end to accommodate two of the piers that support the rail line structure. As the building is altered and the F-B LGA is constructed,

Response to Submission B026 (Adeyinka Glover, Leadership Counsel for Justice and Accountability, January 16, 2018) - Continued

B026-9

the rest of the building would experience only temporary construction impacts from road closures, dust, and noise. The Mercado would not be displaced permanently neither would it be closed for extended times during project construction, as the commenter suggests. Therefore, the F-B LGA would not necessitate new or extended trips by residents to other grocery establishments, nor would it result in the need for residents to travel to other communities to access to goods and services. Neither would the F-B LGA's partial displacement of the Mercado result in substantial short- or long-term impacts to vehicle trips, vehicle miles traveled, or associated GHG emissions.

No revisions to the EIR have been incorporated based on this comment.

Submission B027 (Stephen Montgomery, NARVRE Unit 013, January 19, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #434 DETAIL

Status : Action Pending
Record Date : 1/19/2018
Response Requested : No
Affiliation Type : Business and/or Organization
Interest As : Business and/or Organization
Submission Date : 1/19/2018
Submission Method : Project Email
First Name : Stephen
Last Name : Montgomery
Professional Title : Local Legislative Representative
Business/Organization : NARVRE Unit 013
Address : 2115 1st Street
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93304-2707
Telephone : 661-496-6585
Email : samonty@pacbell.net
Email Subscription :
Cell Phone :
Add to Mailing List : No
Stakeholder Comments/Issues :

California High Speed Rail Authority, Cecelia Griego

Planning Commission & City Manager, Mayor Karen Goh, Council Member Andrae Gonzales

Kern County Supervisor Mike Maggard

Re: High Speed Rail; Fresno Bakersfield portion

Note: due to a personal medical emergency I was unable to draft comments or otherwise participate in this planning process but am now on the mend and getting back up to speed. I regret the late submission of these comments.

Ladies & Gentlemen:

B027-1 | From an urban planning perspective we oppose the F St. alignment option for the High Speed Rail project. That is the site apparently preferred by some Bakersfield city staff vs. the earlier one proposed for the BNSF alignment. Numerous opponents of this option have and continue to make sound points regarding its unsatisfactory nature.

In making choices like this we should first look to history. Since the 19th Century Bakersfield has had a

powerful economic entity that, has owning most of the land west of town, worked like a giant vacuum "sucking" the economic energy from central Bakersfield to their land south and west of town. In that they have been very successful. Originally known as Miller & Lux, but in the 1960s known as Tenneco West prevailed in getting the long overdue CS Bakersfield campus located, not at a better location near the White Wolf area, but west of town on their land for the blatant reasons to facilitate taking some of the finest agriculture land in the world out of production for the benefit of real estate development. In that they succeeded in spades. More recently Castle & Cooke the latest successor to the historic Miller & Lux interests, sought to locate the new, also long overdue, federal courthouse 8 miles west of town vs. the legal and government center where it obviously belonged.

Citizen opposition to this option and their outrage at the reaction of an arrogant US General Services to this badly considered scheme resulted in it being located downtown much closer to where it should be. This history speaks to the problem of the conflict of the desires of special financial interests and their economic goals as opposed to what are better urban planning options to the benefit of the citizenry and the long term economic and environmental interests of the area.

Again, referring to history in the late 19th Century, the Southern Pacific Railroad located their Bakersfield depot, not in Bakersfield, but in the town of Sumner, a community of their own creation east of town. This resulted in a trolley line being extended to the SP depot that had to be built to transport travelers from Sumner, that ultimately ended up developing its own smaller scale urban assets, to downtown Bakersfield, their true destination. Sumner is now known as Old Town Kern, a Bakersfield neighborhood, defined by portions of Sumner and Baker St.

B027-2 | No route for HSR can be made without cost and the taking of property. That's a fact of late development in already developed communities but the F St. option is isolated and disconnected from the urban core and other important transportation options and likely final destinations of passengers arriving via HSR. Like CSU Bakersfield locating such assets in areas for reasons not consistent with sound urban planning values works well for the interests that benefit but force the community to make unpleasant adjustments to accommodate longer commutes and redundant or missing support development.

B027-3 | Among the objections to the BNSF alignment are claimed losses of the city utility yard, 4101 Truxtun Ave <<https://maps.google.com/?q=4101+Truxtun+Ave&entry=gmail&source=g>>. At this point the proposed route is on an above grade viaduct meaning the only property loss to the city would need only be the footprints for support columns likely taking out some parking spaces. Other than that city buildings could remain as they are now for continued use. Because of the size and layout of the city property if any structures were to be lost they could be relocated nearby on this property. Some, because they are modular or portable structures could be simply picked up and moved.

That part between Oak St. and Chester Ave. routed above grade would be between 16th St. and the BNSF yard and until relatively recent times most of this was open land with postwar private residences built along the north side of 16th St. up to the Mercy Hospital campus. Development has occurred on much of that formerly open land including a storage rental facility that could continue to operate directly under the viaduct. To the east there are some professional office buildings whose owners might object to rail noise but these were built after the announcement of the proposed HSR project which means the developers had prior knowledge to make different choices for the location of these office structures however the noise from the current at grade

Submission B027 (Stephen Montgomery, NARVRE Unit 013, January 19, 2018) - Continued

B027-3

operations are much noise and longer in duration than the HSR train passing by. At that part of the operation with the slow speed of the passenger train as it approaches the depot would cause little noise intrusion.

The work of routing the HSR viaduct around Mercy Hospital is difficult but should be planned to occupy above existing ground based rail operations to eliminate any added operation noise and vibration not already present at this location.

At the Bakersfield High School campus the properties between the BNSF tracks and 16th St. are of lower value than the campus structures themselves. With routing north of the BNSF tracks the hybrid alignment actually goes around the Bakersfield High School campus north of such historic assets like Harvey Auditorium eliminating legitimate fears about a degradation of environmental quality to these historic and culturally significant assets. At H St. the viaduct should route south of the tracks allowing it to be a challenge to only a handful of commercial buildings, and substandard housing, some of which are currently abandoned as documented in the Cultural Resources Survey 1985 updated 2017 by the Historic Preservation Commission.

This leads the BNSF alignment proposal to the station site preferably near the current Amtrak Station. East of the Amtrak station along the south side of the BNSF tracks to Union Ave. has a large quantity of distressed underutilized properties, owners of which would likely be eager to sell. East of Union Ave. properties on both sides of the BNSF alignment are distressed and would likely be easily acquired leading to more open area to Oswell St. and the route returning to ground level.

B027-4

For the reasons clearly stated by opponents to the F St. station site, the Truxtun Ave. proposal is, by a long shot, the preferred location. This perspective is supported in detail in the Kern County Council of Governments' Metropolitan Bakersfield High Speed Rail Terminal Impact Analysis, July 2003. Among the reasons stated include transportation interface with other mass transit options including Amtrak, Greyhound, Golden Empire Transit, taxi and non-motorized transportation and, importantly, the reasonable alternative of walking to likely and nearby destinations. Note with our poor local air quality any option to reduce the use of fossil fuel that would reduce additional impact on our already poor air quality would be desirable.

The F St. UP alignment option needs to go back on the shelf and details and issues surrounding the Truxtun Ave. BNSF alignment option need to be studied and worked out. Thank you for your consideration of this matter and this opportunity to comment.

Sincerely,

Stephen A. Montgomery
NARVRE Unit 013, Local Legislative Representative
<http://www.narvre.info> <<http://www.narvre.info/>>
UTU Local 835 Alumni
2115 1st Street
Bakersfield CA 93304-2707

661-496-6585

CC: Jason Cater, Cathy Butler, Paul Gipe, Adam Cohen, Jonathan Yates, Ken Hooper, Gordon Nipp

EIR/EIS Comment : Yes

Official Comment Period : No

Response to Submission B027 (Stephen Montgomery, NARVRE Unit 013, January 19, 2018)

B027-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

B027-2

Refer to Standard Response FB-LGA-Response-GENERAL-03: Response to Comments Received After the Close of the Public Comment Period, FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station.

B027-3

Refer to Standard Response FB-LGA-Response-GENERAL-03: Response to Comments Received After the Close of the Public Comment Period, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

The commenter references various “objections to the BNSF alignment” (or May 2014 Project, as analyzed in the Draft Supplemental EIR/EIS), including the “claimed loss” of the City of Bakersfield utility yard, noise impacts in Bakersfield between Oak Street and Chester Avenue, and impacts to Mercy Hospital and Bakersfield High School. The commenter provides reasons why the loss of the City’s corporation yard and the noise impacts in the specified areas of Bakersfield could be considered less severe. Regarding the May 2014 Project’s impacts to Mercy Hospital and Bakersfield High School, the commenter suggests a modified alignment in these areas to avoid or minimize impacts to these facilities. The commenter also provides reasons why a station site near the existing Amtrak Station is preferred. .

Refer to Appendix 8-A of the Draft Supplemental EIR/EIS for a complete comparison of impacts to all resources between the May 2014 Project and the F-B LGA. In particular, see Tables 8-A-5, 8-A-7, and 8-A-96 for comparisons of Air Quality and Noise and Vibration impacts, and impacts to Socioeconomics and Communities. Overall, the F-B LGA would have fewer impacts to resources and communities than the May 2014 Project.

Due to the high speeds required for the HSR, changes in horizontal or vertical alignment must be made over relatively long distances. The minimum curve radius varies from

B027-3

approximately 4 to 6.5 miles, thus taking several miles to make a change in direction. As a result, compared to other types of linear projects (e.g., highways, freight trains, transmission lines, and pipelines), designs for the HSR track alignment are less flexible with regard to changes in elevation or to curving, crossing, or shifting around to avoid resources or community facilities.

The proposed F Street Station is approximately 1.5 miles from the Bakersfield Amtrak Station and would be designed as a multi-modal transportation hub that would maximize intermodal transportation opportunities, meeting overall project objectives consistent with the voter-approved Proposition 1A. The location of the F Street Station would complement existing public transportation, including local buses, intercity buses, and Amtrak trains.

The City of Bakersfield Making Downtown Bakersfield Vision Plan (May 2018; Vision Plan), available on the City’s website, illustrates the City’s plan for the revitalization of Downtown Bakersfield in conjunction with the Bakersfield HSR Station. The City’s mass transit vision is included in Section 3.4 of the Vision Plan, and contains additional information pertaining to the proposed Bus Rapid Transit upgrades, circulator shuttle, and new mobility hubs.

B027-4


Refer to Standard Response FB-LGA-Response-GENERAL-03: Response to Comments Received After the Close of the Public Comment Period, FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission B028 (Todd Jeffries, Optimal Hospice Care, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #312 DETAIL	
Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Business and/or Organization
Interest As :	Business and/or Organization
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Todd
Last Name :	Jeffries
Professional Title :	Director of Community Relations
Business/Organization :	Optimal Hospice Care
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	661-716-4000
Email :	tjeffries@optimalcares.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

B028-1 | I think the HSR station should be on Truxtun in Bakersfield.

Thanks!

Todd Jeffries
 Director of Community Relations
 Optimal Hospice Care
 (661) 716-4000
www.OptimalCares.com<<http://www.OptimalCares.com>>


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EIR/EIS Comment : Yes
 Official Comment Period : Yes

Response to Submission B028 (Todd Jeffries, Optimal Hospice Care, January 16, 2018)

B028-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission B029 (Rich Krizo, Pacific Appraisal Consultants, Inc., December 29, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #232 DETAIL

Status : Action Pending
Record Date : 1/2/2018
Response Requested :
Affiliation Type : Business and/or Organization
Interest As : Business and/or Organization
Submission Date : 12/29/2017
Submission Method : Project Email
First Name : Rich
Last Name : Krizo
Professional Title : President
Business/Organization : Pacific Appraisal Consultants, Inc.
Address : 1400 Chester Ave. Suite L
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93301
Telephone : 661-333-6668
Email : richkrizo@pacappraisal.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

661.333.6668 Fax 661.326.7966

www.pacappraisal.com

EIR/EIS Comment : Yes
Official Comment Period : Yes

B029-1

As a professional real estate appraiser in Bakersfield for 48 years, the only logical location for the high-speed rail station is downtown Bakersfield at Truxtun Ave. next to Amtrak. I do not believe that this location will severely impact the downtown area, rather it will revitalize the area. There will be a few buildings taken in this alignment but the overall location should be at a lower cost than the F Street location. The downtown location will be more convenient for everyone to use in the community. The F Street location is not in the best neighborhood location and will not get the use. A look at the current newer AMTRAK Station will give you an indication on how that structure at that location cleaned up the area and made the citizens of Bakersfield proud to use That location. Most residents of the community want the downtown location.

J. Richard Krizo, President

Pacific Appraisal Consultants, Inc.

1400 Chester Ave. Suite L

Bakersfield, Ca. 93301

Response to Submission B029 (Rich Krizo, Pacific Appraisal Consultants, Inc., December 29, 2017)

B029-1

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission B030 (Troy Hightower, TDH Associates International, December 27, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #238 DETAIL	
Status :	Action Pending
Record Date :	1/5/2018
Response Requested :	No
Affiliation Type :	Business and/or Organization
Interest As :	Individual
Submission Date :	12/27/2017
Submission Method :	Email
First Name :	Troy
Last Name :	Hightower
Professional Title :	Principal
Business/Organization :	TDH Associates International
Address :	Po Box 2493
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93303
Telephone :	661-431-7269
Email :	thightower@tdhintl.net
Email Subscription :	
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	
EIR/EIS Comment :	Yes
Official Comment Period :	Yes
Attachments :	FB238_Hightower_Email.pdf (60 kb)

From: Jeanette Flores
To: "Paul Dreed"
Subject: FW: Bakersfield HSR Hearing - Public Notices
Date: Thursday, January 04, 2018 10:45:34 AM

-----Original Message-----

From: Troy Hightower [mailto:thightower@tdhintl.net]
 Sent: Wednesday, December 27, 2017 3:44 PM
 To: jeanette.flores@vmapr.com
 Subject: Bakersfield HSR Hearing - Public Notices

Hello Ms. Flores,

I met you at the recent HSR public hearing in Bakersfield. I can not find copies of any local public notices or announcements of the public hearing. I can find notices on the State/Authority and federal websites. I can find local media announcements on the actual day of the hearing.

Please provide where local notices were printed and/or posted.
 If possible copies would be nice.

Troy

Troy D. Hightower
 Principal
 TDH Associates International
 Po Box 2493
 Bakersfield, CA 93303
 (661) 431-7269
 thightower@tdhintl.net
 www.tdhintl.net
 SB/DBE Certified CUCP # 41593

B030-1

Response to Submission B030 (Troy Hightower, TDH Associates International, December 27, 2017)

B030-1

Refer to Standard Response FB-LGA-Response-GENERAL-02: Public Outreach.

The commenter expresses opinions about source data, impact numbers, cost estimates, station location, and station design. These comments are noted, but a response is not possible as the commenter does not provide any examples or specific questions or concerns. The commenter expresses an opinion about the Bakersfield City Council; this last is not related to the environmental document.

The commenter suggests that the Draft Supplemental EIR/EIS is a "station area EIR." The commenter states that the environmental review process was not advertised and moved too quickly.

The Draft Supplemental EIR/EIS analyzes environmental impacts to the whole F-B LGA alignment from Poplar Avenue north of Shafter to Oswell Street in East Bakersfield, and not just the F Street station area. The Draft Supplemental EIR/EIS went through numerous agency review cycles before publication. Refer to Chapter 9 of the Draft Supplemental EIR/EIS for more details about outreach activities during the development of the environmental document.

Ahead of document publication, the Notice of Availability, which was distributed initially on November 9, 2017 and then, in corrected form on November 17, 2017, included notice of the Hearing and was mailed to schools, elected officials, stakeholders, agencies, and tribes, pursuant to CEQA §15087 and NEPA §1506.6. It was also mailed out to owners and residents within 300 feet of the project centerline and to anyone who had requested to be notified. Finally, the NOA was published in 10 newspapers with circulation in the project area. The table below shows the names of publications and the dates the NOA was published.

Table 1. NOA Newspaper Publications
Publication

B030-1

Initial Publication Date
Second Publication Date
1
<i>Bakersfield Californian</i>
11/9/2017
11/17/2017
2
<i>Bakersfield.com</i>
11/09/2017-11/15/2017
11/15/2017
3
<i>El Popular</i>
11/3/2007
11/17/2017

Response to Submission B030 (Troy Hightower, TDH Associates International, December 27, 2017) - Continued

B030-1

4
<i>Fresno Bee</i>
11/9/2017
11/17/2017
5
<i>Hanford Sentinel</i>
11/9/2017
11/17/2017
6
<i>Vida en el Valle</i>
11/8/2017
11/22/2017
7
<i>Corcoran Journal</i>
11/9/2017

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11/15/2017
8
<i>Delano Record</i>
11/9/2017
11/23/2017
9
<i>Wasco Tribune</i>
11/8/2017
11/22/2017
10
<i>Shafter Press</i>
11/8/2017
11/22/2017

Response to Submission B030 (Troy Hightower, TDH Associates International, December 27, 2017) - Continued

B030-1

In addition to publishing the notice in local newspapers, the Authority posted the NOA on the project section page with a link from the Authority's homepage. We also issued a press release on November 9, 2017 with the specific hearing information to media outlets in the Central Valley and an email list of 8,789 unique email addresses.

The Federal Railroad Administration (FRA) published a notice about the public hearing scheduled for December 19, 2017 in Bakersfield. The webpage was made available to the public on November 17, 2017. Here is a link: <https://www.fra.dot.gov/Page/P1072>. The U.S. Environmental Protection agency published a notice about the availability of the Fresno to Bakersfield Supplemental EIR/EIS from the FRA also on November 17, 2017.

According to CEQA §15105(a), "when a draft EIR is submitted to the State Clearinghouse for review by state agencies, the public review period shall not be less than 45 days." The review period for the Draft Supplemental EIR/EIS was set at 60 days, to allow ample time for review of the document and submission of any comments from the public and agencies.

Submission B031 (Troy Hightower, TDH Associates International, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #413 DETAIL

Status : Action Pending
Record Date : 1/17/2018
Response Requested :
Affiliation Type : Business and/or Organization
Interest As : Business and/or Organization
Submission Date : 1/17/2018
Submission Method : Project Email
First Name : Troy
Last Name : Hightower
Professional Title : Principal
Business/Organization : TDH Associates International
Address : Po Box 2493
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93303
Telephone : 661-431-7269
Email : thightower@tdhintl.net
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

Hello,

I am an independent transportation consultant based in downtown Bakersfield, CA. There are a number of concerns with the EIR, the process, and data sources used.

I received a copy of the EIR on CD via the mail along with the public notice. The CD did not contain what had been called the May 2014 project EIR/EIS. This made it difficult to compare the alignments. The Community Impact Assessment which was referred to many times in the document also was not on the CD. It took considerable time for me to search the HSR Authority website to obtain these documents.

B031-1

Volume II Technical Appendices 8-A "Analysis of the Comparable Section (May 2014 Project)"
In the Introduction 8-A-1 it is stated "Since the Fresno to Bakersfield Section Final EIR/EIS does not evaluate the May 2014 Project as a discrete alternative of the Fresno to Bakersfield Project (as it did for example for the Allensworth Bypass), affected environment and impact summary discussion included in this section for the May 2014 Project has been extrapolated from the available

B031-1

information contained within the Fresno to Bakersfield Final EIR/EIS." This confirms the analysis is not an apples-to-apples comparison.

Figure 8_A-1 F-B LGA and May 2014 Project on page 8-A-3. The May 2014 Project illustrated in blue includes the footprint of the alignment plus land and uses adjacent to the actual alignment. Whereas the LGA illustrated in red depicts the alignment footprint only. Since this is stated as the reference for much of the analysis and identification of impacts this methodology skews the results in favor of the LGA. This map illustrates another example of not comparing apples-to-apples.

B031-2

Tables 8-A-39 and 8-A-40 Comparisons of residential displacements and commercial relocations on page 8-A-91
The source for the data listed in these tables and others is noted as ReferenceUSA 2015. I contacted ReferenceUSA to obtain the data, but was told I had to go to my local library to access the data. I called my library Kern County Beale Library and they informed me they did not have access to ReferenceUSA. Therefore the source for the data in the EIR is not available to the public. This is of great concern because this information is not only the basis of comparisons within this Appendix it is used throughout the EIR.

B031-3

Table 8-A-65 Section 4(f) Impact Comparison between the May 2014 Project and F-B LGA on page 8-A-139
Line item "Mill Creek Linear Park" states "No Impact" for F-B LGA. The northern boundary of Mill Creek Linear Park and the canal is at Golden State Hwy are within 250 feet of LGA.

B031-4

The cost estimates for the required construction projects (Golden State & F Street major new interchange, 7th Standard & Hwy 99 interchange modifications, Chester Ave and 34 St modifications) to access the F Street station are not included. The EIR does state that no construction is required for access to the May 2014 Project station at Truxtun Ave.

B031-5

The EIR makes reference to information related to F Street station in the "Metropolitan Bakersfield Transit Center Study". However, there is no mention of the information related to the Truxtun Ave station that is in that same study. The analysis and comparison in the study clearly confirms that Truxtun Ave is better suited for HSR station and Transit Oriented Development (TOD). The study also reported that the F Street/LGA location is not suitable for TOD.

Submission B031 (Troy Hightower, TDH Associates International, January 16, 2018) - Continued

B031-6	<p>Regarding public participation in the EIR process, my observation is that the public hearing and release of the EIR were not adequately noticed to the public. I searched the local newspaper for an article or public notice but could not find a notice. At the public hearing I made a verbal and email request to the the person I was told that was handling the public notices. I have yet to receive a response. Plus the City of Bakersfield has been stating publicly for months that the selection has already been made in favor of an F Street station and the LGA. Lack of notice and the perception created by the City are reasons why there was little turnout at the hearing. The fact the the City has released a draft EIR for the station area plan at the same time as the LGA EIR is confusing to people.</p>
B031-7	<p>Regarding environmental justices issues, I reviewed the EJScreen model developed by the US EPA. It clearly illustrated a variety of minority, non-minority, low income, median, and upper income neighborhoods are impacted by the Hybrid alignment. However, it also clearly illustrated that LGA impacts only minority and low-income neighborhood. This is an example of what is referred to in Title VI as disproportionate impact.</p>
B031-8	<p>In my professional opinion the LGA EIR is not consistent or reasonably accurate on its own. It certainly can not be used for comparisons of impacts to the May 2014 Project EIR. In addition source data used in the comparison tables is not available. Therefore the EIR in its current draft form is not adequate to reasonably identify and undersand the impacts and/or be used as a source of information to make a reasonable comparison to the May 2014 Project. If I had to rely on this EIR I would not be able to determine if the LGA is environmental clear and LGA is not superior to the May 2014 Project Hybrid alignment.</p> <p>Troy Hightower *****</p> <p>Troy D. Hightower Principal TDH Associates International Po Box 2493 Bakersfield, CA 93303 (661) 431-7269 thightower@tdhintl.net www.tdhintl.net SB/DBE Certified CUCP # 41593</p>

EIR/EIS Comment : Yes
Official Comment Period : No

Response to Submission B031 (Troy Hightower, TDH Associates International, January 16, 2018)

B031-1

The commenter refers to Section 8-A-1 of Appendix 8-A of the Draft Supplemental EIR/EIS, which explains how impacts from the May 2014 Project were determined. As stated in the referenced section, the May 2014 Project was not evaluated as a discrete alternative in the Fresno to Bakersfield Section Final EIR/EIS; rather it is that portion of the Preferred Alternative which is comparable to the F-B LGA. Therefore, to determine the impacts of only this smaller portion, the findings made in the Final EIR/EIS relevant to the exact location, length, and features of the May 2014 Project were extrapolated to provide a real and fair comparison with the F-B LGA. The commenter states, based on this methodology, that the subsequent analysis is not an apples-to-apples comparison.

The impact analysis performed on the F-B LGA in the Draft Supplemental EIR/EIS, however, follows the methodology set out in the Fresno to Bakersfield Section Final EIR/EIS. Refer to Section 3.1.3.3 of the Draft Supplemental EIR/EIS, which states

The methods used to collect data and evaluate potential impacts in this Draft Supplemental EIR/EIS are similar and consistent to the data collection and impact evaluation methods used in the Fresno to Bakersfield Section Final EIR/EIS. The regional study areas presented in the Fresno to Bakersfield Section Final EIR/EIS are used to evaluate resources in the Draft Supplemental EIR/EIS, as appropriate. Where applicable, data collected for the Fresno to Bakersfield Section Final EIR/EIS (including data from 2010) have been used to evaluate impacts associated with development of the F-B LGA. As described in more detail below, preparation of this Draft Supplemental EIR/EIS also includes current (2015) data to evaluate impacts of the F-B LGA. Comparable 2015 data is also used, as needed, for the May 2014 Project, as reflected in the individual resource sections and in Chapter 8 and Appendix 8-A of this Draft Supplemental EIR/EIS, in order to facilitate an apples-to-apples comparison with the F-B LGA.

As explained above, the analysis of each alternative used the same data collection and analysis methods. Where updated data was required for the F-B LGA, the same data was also updated for the May 2014 Project to allow comparable analysis. By ascertaining that the data sources as available and the methods for analyzing impacts were the same for both alternatives, the Draft Supplemental EIR/EIS ensured that the analysis presented allowed for an apples-to-apples comparison.

B031-1

The commenter refers to Figure 8-A-1, found in Appendix 8-A of the Draft Supplemental EIR/EIS. The commenter mistakenly states that May 2014 Project footprint shown in the figure includes “land and uses” adjacent to the alignment whereas the F-B LGA footprint shown in the figure depicts the alignment footprint only. The commenter states that, as much of the analysis and identification of impacts were based on these footprints and their inclusions, the results are skewed in the favor of the F-B LGA, preventing an apples-to-apples comparison.

The figure referenced presents only the footprint of the May 2014 Project (in blue) and the footprint of the F-B LGA (in red), with a green dot representing the Truxtun Avenue Station and a yellow dot representing the F Street Station. The footprints shown represent the permanent and temporary impact areas associated with both alignments and their corresponding facilities and stations. The permanent project footprint for each alternative includes the proposed HSR right-of-way and associated facilities, such as traction power supply stations, maintenance of infrastructure facility (MOIF), and switching and paralleling stations, as well as shifts in roadway ROW associated with those facilities (including overcrossings and interchanges) that would be modified or shifted to accommodate the HSR project. The F-B LGA does not include a proposed Heavy Maintenance Facility; therefore, the Heavy Maintenance Facility was removed from the May 2014 Project permanent project footprint in order to allow a more accurate comparison of the alternatives (i.e., an apples-to-apples comparison). The footprints shown in this figure and used as the basis for the evaluation of impacts do not skew the analysis toward one alternative or another.

B031-2

The ReferenceUSA 2015 citation noted by the commenter is a 144-page spreadsheet and is included as part of the Administrative Record for the Draft Supplemental EIR/EIS and Final Supplemental EIR and is available from the Authority upon request.

No revisions to the Final Supplemental EIR have been incorporated based on this comment.

Response to Submission B031 (Troy Hightower, TDH Associates International, January 16, 2018) - Continued

B031-3

Mill Creek Linear Park is a tree-lined walkway along a drainage canal in the City of Bakersfield. The Draft Supplemental EIR/EIS (page 8-13) states that the May 2014 Project would cross Mill Creek Linear Park and that the F-B LGA would not. As described here, new Geographic Information System (GIS) data confirms that the F-B LGA would not cross Mill Creek Linear Park but would be located closer to the park than previously reported in the Draft Supplemental EIR/EIS. GIS data sources and implications of this data on the impact analysis provided in the Draft Supplemental EIR/EIS are described below.

Section 15125 of the State CEQA Guidelines states that an EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation (NOP) is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective. In this case the NOP (SCH Number 2009091126) and Notice of Intent (74 FR 50866, October 1, 2009) for the Draft Project EIR/EIS for the Fresno to Bakersfield Section of the HSR project, of which the May 2014 Project and F-B LGA are a part, were issued on September 29, 2009, and October 1, 2009, respectively. For issue areas, (e.g. Geology and Soils), where the environmental setting remains relatively static over time the 2009 baseline information was deemed sufficient for comparison of both the May 2014 Project and F-B LGA. In other cases, to provide a valid comparison between the May 2014 Project and the F-B LGA, the analysis for the May 2014 Project was updated using newer data sources and the approved May 2014 Project alignment.

GIS data used to support the F-B LGA analysis was downloaded from the City of Bakersfield GIS portal on December 7, 2015, at the time the analysis was commenced, and was used to support the analysis provided in the Draft Supplemental EIR/EIS for the F-B LGA. The December 2015 data was the most current data available at the time of preparation of the Draft Supplemental EIR/EIS. The analysis for the May 2014 Project was based on data published in 2011, combined with the City's December 2015 GIS data. This data shows Mill Creek Park (also known as "Central Park" or "Central Park at Mill Creek"), as located outside of the 1,000-foot buffer from the F-B LGA alignment centerline. Therefore, this park is identified in the Draft Supplemental

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EIR/EIS as outside of the defined study area for the F-B LGA (Figure 3.15-2 of the Draft Supplemental EIR/EIS and Table 8-A-65, pages 8-A-137 through 8-A-140 in Appendix 8-A of the Draft Supplemental EIR/EIS). Mill Creek Linear Park is not shown in the City's December 2015 data.

On January 31, 2018, in response to this comment, updated GIS data for the F-B LGA study area was downloaded from the City of Bakersfield GIS portal. Unlike the December 2015 GIS data, the January 2018 data delineates a portion of Mill Creek Linear Park as extending to the northeast from Mill Creek Park. This newly-defined park area extends to within 300 feet of the F-B LGA alignment centerline, which means that the F-B LGA would impact a portion of Mill Creek Linear Park that was not assessed in the Draft Supplemental EIR/EIS. As stated on page 3.15-2 of the Draft Supplemental EIR/EIS, construction within 300 feet of a park would have the greatest impact due to noise, dust, and visual effects, depending on the construction type and activity. Parks located more than 300 feet from construction are sufficiently remote to remain comparatively unaffected by most activities, due to the attenuation of noise and dust associated with construction activities, and the distance from visual effects associated with construction.

Therefore, rather than the "no impact" determination shown in the comparison of alternatives analysis (Table 8-A-65 in Appendix 8-A of the Draft Supplemental EIR/EIS), as noted by the commenter, construction of the F-B LGA would result in temporary impacts to Mill Creek Linear Park due to its proximity within 300 feet of the alignment centerline. However, Table 8-A-65 identifies the Section 4(f) impacts associated with the May 2014 Project and the F-B LGA. The F-B LGA would not acquire land from the Mill Creek Linear Park and, therefore, would not result in a permanent or temporary use of this park. The "no impact" determination is accurate, and no revisions have been made to Table 8-A-65. As with other potential construction impacts to parks, Avoidance and Minimization Measures NV-IAMM#1 and AQ-IAMM#2 would be implemented to address temporary noise and air quality impacts, respectively, during the construction period.

The January 2018 GIS data also shows that the May 2014 Project would traverse a portion of Mill Creek Linear Park, which is consistent with the analysis provided in the 2014 Final EIR/EIS for the Fresno to Bakersfield Section. As a result, the May 2014

Response to Submission B031 (Troy Hightower, TDH Associates International, January 16, 2018) - Continued

B031-3

Project would still result in a significant unavoidable impact to Mill Creek Linear Park where the alignment would cross over the park and substantially degrade the existing visual character of the site and its surroundings.

Both alignments would be elevated in the vicinity of Mill Creek Linear Park.

B031-4

The commenter states that the costs for the F Street interchange, the 7th Standard Road HSR crossing, and the Chester Ave and 34th Street modifications are not included in the Draft Supplemental EIR/EIS. The 2017 Cost Estimate Report, available from the Authority upon request, includes costs for the F Street Interchange (Unit Price Element 40.08.425A, approximately \$45 million), the 7th Standard Road Interchange (Unit Price Element 40.08.425B, approximately \$47.9 million), and the modifications at 34th Street (Unit Price Element 40.08.440A, approximately \$6.1 million). Refer to Chapter 6 of the Draft Supplemental EIR/EIS for more information about cost; the costs for these and other interchanges and modifications are in fact included in Cost Category 40: Site work, Right-of-Way, Land, Existing Improvements. Refer to Technical Appendix 2-A "Road Crossings" in the Draft Supplemental EIR/EIS for a listing of road crossings associated with the F-B LGA and a description of modifications at the proposed road crossings, if warranted by the Project.

The commenter also states that "the EIR" states that no construction is required for access to the May 2014 Project station at Truxtun Avenue. Neither the Fresno to Bakersfield Section Final EIR/EIS nor the Draft Supplemental EIR/EIS makes such a claim. A number of intersection and roadway modifications would be required for construction of and access to the Truxtun Avenue Station. Refer to Fresno to Bakersfield Section Final EIR/EIS Volume III, available on the Authority's website, for more information about the May 2014 Project's design.

B031-5

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station.

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The Transit Center Study identifies the F Street Station as a primary site location for a transit center but was not analyzed because it was identified as a potential HSR station site.

B031-6

Refer to Standard Response FB-LGA-Response-GENERAL-02: Public Outreach.

The commenter expresses opinions about source data, impact numbers, cost estimates, station location, and station design. These comments are noted, but a response is not possible as the commenter does not provide any examples or specific questions or concerns. The commenter expresses an opinion about the Bakersfield City Council; this last is not related to the environmental document.

The commenter suggests that the Supplemental EIR/EIS is a "station area EIR." The commenter states that the environmental review process was not advertised and moved too quickly.

The Supplemental EIR/EIS analyzes environmental impacts to the whole F-B LGA alignment from Poplar Ave north of Shafter to Oswell Street in East Bakersfield, and not just the F Street station area. The Supplemental EIR/EIS went through numerous agency review cycles before publication. Refer to Chapter 9 of the Supplemental EIR/EIS for more details about outreach activities during the development of the environmental document.

Ahead of document publication, the Notice of Availability, which was distributed initially on November 9, 2017 and then, in corrected form on November 17, 2017, included notice of the Hearing and was mailed to schools, elected officials, stakeholders, agencies, and tribes, pursuant to CEQA §15087 and NEPA §1506.6. It was also mailed out to owners and residents within 300 feet of the project centerline and to anyone who had requested to be notified. Finally, the NOA was published in 10 newspapers with circulation in the project area. The table below shows the names of publications and the dates the NOA was published.

Response to Submission B031 (Troy Hightower, TDH Associates International, January 16, 2018) - Continued

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Table 1. NOA Newspaper Publications
Publication
Initial Publication Date
Second Publication Date
1
<i>Bakersfield Californian</i>
11/9/2017
11/17/2017
2
<i>Bakersfield.com</i>
11/09/2017-11/15/2017
11/15/2017
3
<i>El Popular</i>

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11/3/2007
11/17/2017
4
<i>Fresno Bee</i>
11/9/2017
11/17/2017
5
<i>Hanford Sentinel</i>
11/9/2017
11/17/2017
6
<i>Vida en el Valle</i>
11/8/2017
11/22/2017

Response to Submission B031 (Troy Hightower, TDH Associates International, January 16, 2018) - Continued

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7
<i>Corcoran Journal</i>
11/9/2017
11/15/2017
8
<i>Delano Record</i>
11/9/2017
11/23/2017
9
<i>Wasco Tribune</i>
11/8/2017
11/22/2017
10
<i>Shafter Press</i>
11/8/2017

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11/22/2017

In addition to publishing the notice in local newspapers, the Authority posted the NOA on the project section page with a link from the Authority's homepage. We also issued a press release on November 9, 2017 with the specific hearing information to media outlets in the Central Valley and an email list of 8,789 unique email addresses.

The Federal Railroad Administration (FRA) published a notice about the public hearing scheduled for December 19, 2017 in Bakersfield. The webpage was made available to the public on November 17, 2017. Here is a link: <https://www.fra.dot.gov/Page/P1072>. The U.S. Environmental Protection agency published a notice about the availability of the Fresno to Bakersfield Supplemental EIR/EIS from the FRA also on November 17, 2017.

According to CEQA §15105(a), "when a draft EIR is submitted to the State Clearinghouse for review by state agencies, the public review period shall not be less than 45 days." The review period for the Supplemental EIR/EIS was set at 60 days, to allow ample time for review of the document and submission of any comments from the public and agencies.

The environmental processes for the City's Vision Plan and the Authority's alignment through Bakersfield are separate, and the decisions will be made, respectively, by the City and Authority. The timing is coincidental.

B031-7

EJSCREEN is a screening tool that allows users to access high-resolution environmental and demographic information for locations in the United States, and compare their selected locations to the rest of the state, US EPA region, or the nation. EJSCREEN includes 11 environmental indicators, 6 demographic indicators, and 11 environmental justice indexes, which combine demographic indicators with a single environmental indicator. EJSCREEN uses demographic factors as very general indicators of a community's potential susceptibility to the types of environmental factors

Response to Submission B031 (Troy Hightower, TDH Associates International, January 16, 2018) - Continued

B031-7

included in the screening tool.

As stated in the EJSCREEN Technical Documentation (US EPA 2017, pp 8-9), EJSCREEN should be used for a “screening-level” look. Screening is a useful first step in understanding or highlighting locations that may be candidates for further review. However, it is essential to remember that screening-level results do not provide a complete assessment of risk, and have significant limitations. EJSCREEN is a pre-decisional screening tool, and was not designed to be the basis for agency decision-making or determinations regarding the existence or absence of EJ concerns. It also should not be used to identify or label an area as an “EJ Community.”

While EJSCREEN is regarded as a useful tool in screening for environmental concerns, it does not meet the needs of the level of analysis in the Supplemental EIR/EIS for determining the HSR project’s environmental impacts. The tool includes data on only some of the relevant issues and there is uncertainty in the data it provides. It lacks the geographic specificity used in the identification of minority and low-income communities for the Supplemental EIR/EIS, and the methodology for EJSCREEN is not consistent with the methodology identified in the Fresno to Bakersfield Section Final EIR/EIS.

The process for identifying minority and low-income populations for the F-B LGA followed the methodology that was used for the Fresno to Bakersfield CIA, in order to maintain comparability between the F-B LGA and the HSR project alternatives presented in the Fresno to Bakersfield Section Final EIR/EIS. These methodologies are provided in the California High-Speed Train Project-Level Environmental Analysis Methodologies (Authority and FRA 2014). No variations from these procedures were made for the F-B LGA analysis, but United States Census (US Census) data was updated to reflect the most recently available data.

Summary Explanation of the F-B LGA’s Environmental Justice Methodology in Comparison to EJSCREEN.

The F-B LGA methodology for identification of minority and low-income communities is compared to EJSCREEN’s methodology for identification of minority and low-income communities and summarized below:

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F-B LGA	EJSCREEN
<p>Minority and low-income areas are geographically defined as census block and block group populations that meet either or both of the following criteria:</p> <ol style="list-style-type: none"> 1. The census block contains 50 percent or more minority persons and/or the census block group contain 25 percent or more low-income persons. 2. The percentage of minority and/or low-income persons in any census block or census block group is more than 10 percentage points greater than county average.¹ 3. Kern County data was used to determine whether an area qualifies as minority or low-income under the second criterion above. Given that 61.4 percent of Kern County residents qualify as minorities and 22.9 percent of the population is below the poverty line, under the second criterion, communities with a minority population of 71.4 percent and/or a low-income population of 32.9 percent would be considered minority or low-income communities. 	<p>EJSCREEN uses demographic indicators as very general indicators of a community’s potential susceptibility to the types of environmental exposures included in the screening tool. EJSCREEN then combines the exposure and susceptibility indicators in the form of an EJ Index.</p> <p>The Demographic Index in EJSCREEN is created using two primary demographic indicators: low-income and minority. For each Census block group, these two indicators are averaged together. The Demographic Indexes count each indicator as adding to the overall potential susceptibility of the population in a block group. EJSCREEN then combines a single environmental indicator with demographic information and considered the extent to which the local demographics are above the national average. EJSCREEN puts each indicator or index value in perspective by reporting the value as a percentile. A percentile in EJSCREEN tells us roughly what percent of the US population lives in a block group that has a lower value (or in some cases, a tied value).</p> <p>The Demographic indicators used in EJSCREEN are defined as follows:²</p>

Response to Submission B031 (Troy Hightower, TDH Associates International, January 16, 2018) - Continued

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	<ul style="list-style-type: none"> · Low-Income: The number or percent of a block group's population in households where the household income is less than or equal to twice the federal "poverty level." · Minority: The number or percent of individuals in a block group who list their racial status as a race other than white alone and/or list their ethnicity as Hispanic or Latino. That is, all people other than non-Hispanic white-alone individuals. The word "alone" in this case indicates that the person is of a single race, since multiracial individuals are tabulated in another category – a non-Hispanic individual who is half white and half American Indian would be counted as a minority by this definition. <p>Other demographic indicators included in the EJSCREEN include:</p> <ul style="list-style-type: none"> · Less than high school education: The number or percent of people age 25 or older in a block group whose education is short of a high school diploma. · Linguistic isolation: The number or percent of people in a block group living in linguistically isolated households. A household in which all members age 14 years and over speak a non-English language and also speak English less than "very well" (have difficulty with English) is linguistically isolated.
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	<ul style="list-style-type: none"> · Individuals under age 5: The number or percent of people in a block group under the age of 5. · Individuals over age 64: The number or percent of people in a block group over the age of 64.
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The methods explained above show a fundamental difference in methodology for identifying minority and low-income communities. For the F-B LGA, minority and low-income census block and block group populations were identified as described above, and then the project's specific environmental effects were analyzed to determine if such effects would result in disproportionately high and adverse effects to identified minority and low-income populations.

EJSCREEN analyzes existing conditions to determine where minority and low-income communities might exist and the level of environmental effect to which they might be exposed. EJSCREEN does not analyze a project's impact on the environment; rather, its use is limited to that of a screening tool and is not specific to a project's impacts. EJSCREEN assesses environmental factors and effects on a regional or communitywide basis and cannot be used in lieu of performing an analysis of the potentially significant impacts of any specific project. Accordingly,

EJSCREEN was not designed to be the basis for agency decision-making or determinations regarding the existence or absence of EJ concerns[1]. EJSCREEN's initial results should be supplemented with additional information and local knowledge whenever appropriate, for a more complete picture of a location. Additional considerations and data, such as national, regional, or local information and concerns, along with appropriate analysis, should form the basis for any decisions.[2]

Following the methodology explained above, the F-B LGA identified potential environmental justice populations. Through extensive public outreach and community

Response to Submission B031 (Troy Hightower, TDH Associates International, January 16, 2018) - Continued

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engagement processes as described in Section 5.5, Engagement with Potential Environmental Justice Populations of the Draft Supplemental EIR/EIS, the Authority reached out to minority and low-income community members and community-based organizations to receive input on potential impacts and mitigation in order to avoid, minimize, or mitigate disproportionately high and adverse effects on the populations; to ensure full and fair participation by minority and low-income populations in the process; and to prevent denial of, reduction in, or significant delay in the receipt of project benefits by minority and low-income populations (Authority and FRA 2017b). During the analysis of impacts, FRA and the Authority identified whether any of the minority and low-income populations would potentially be disproportionately affected by the project, taking into consideration the potential benefits to the community. Where minority or low-income populations were identified within the study area (the study area for environmental justice is located entirely within Kern County and is defined as the project corridor for the HSR project; this includes the F-B LGA, and the census blocks and block groups that lie completely or partially within a 0.5-mile radius of the F-B LGA and station facility), the impacts experienced by that population were compared with the resource study area and the larger reference community (Kern County) to determine whether the project would result in a disproportionately high and adverse impact. In addition, in determining whether the impact would be disproportionately borne by a minority and/or low-income population, the analysis considered if the project would implement measures to avoid or reduce the adverse effect, and/or provide benefits that would affect the minority and low-income populations.

EJSCREEN's methodology does not include the presence of historical and/or natural community divisions that pre-date the F-B LGA. Through consultation with minority and low-income community members and community-based organizations, the F-B LGA was able to leverage the qualitative data gained in these public outreach sessions to create an alignment that adheres to several existing community divisions, e.g., highways, the UPPR tracks, etc.

Because the F-B LGA comprises a portion of the larger Fresno to Bakersfield Section, it is important to maintain consistency across all high-speed rail segments when analyzing project impacts related to environmental justice. The F-B LGA methodology for analyzing environmental justice is the same methodology that was applied to the Fresno to Bakersfield Section Final EIR/EIS. Changing the environmental justice methodology

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that was applied in the Fresno to Bakersfield Section Final EIR/EIS for the F-B LGA analysis would create inconsistencies in avoidance and minimization and mitigation strategies among environmental justice populations along the high-speed rail route. The use of EJSCREEN as the sole environmental justice screening tool for the F-B LGA project would produce inadequate environmental justice impact analysis because of its broad identification of minority and low-income communities, its lack of analysis of natural and/or historical community divisions, and its inconsistency with the HSR environmental justice methodology. The current methodology used to analyze the project's environmental justice impacts meets the needs of the project and is sufficient in determining environmental justice impacts along the F-B LGA alignment.

[1] U.S. Environmental Protection Agency (EPA), 2017. EJSCREEN Technical Documentation. Accessed Online on February 1, 2018 at https://www.epa.gov/sites/production/files/2017-09/documents/2017_ejscreen_technical_document.pdf

[2] Ibid.

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Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission B032 (Clint Schelbitzki, Union Pacific Corporation, January 18, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #406 DETAIL

Status : Action Pending
Record Date : 1/17/2018
Response Requested :
Affiliation Type : Business and/or Organization
Interest As : Business and/or Organization
Submission Date : 1/18/2018
Submission Method : Project Email
First Name : Clint
Last Name : Schelbitzki
Professional Title : Director - Network Development
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Email : CESCHELB@UP.COM
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

Official Comment Period : Yes
Attachments : 406_Schelbitzki_email_011618_Attachment.pdf (399 kb)

See attached comments from UPRR.

Please let me know if there are any questions,

Clint

(See attached file: UP Comments on CHSRA DSEIR for Bakersfield LGA 1.16.18.pdf)

Clint Schelbitzki | Dir. Network & Business Dev. | Union Pacific Railroad |
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EIR/EIS Comment : Yes

Submission B032 (Clint Schelbitzki, Union Pacific Corporation, January 18, 2018) - Continued



January 16, 2018

Attn: Draft Supplemental EIR/EIS for the
Fresno to Bakersfield Project Section
California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

To Whom It May Concern:

Union Pacific Railroad Company (UPRR) submits these comments in response to the California High-Speed Rail Authority's (CHSRA) Draft Supplemental Environmental Impact Report/Statement: Fresno to Bakersfield Project Section (DSEIR).

UPRR owns and operates a common carrier freight railroad network in the western two thirds of the United States, including the State of California. Specifically, UPRR owns and operates rail main lines connecting the San Francisco Bay Area to Sacramento and points east and north, and to Los Angeles and points east and southeast. UPRR is the largest rail carrier in California in terms of both mileage and train operations. UPRR's network in California is vital to the economic health of the state and the nation as a whole, and its rail service to California customers is crucial to the current and future success and growth of those customers.

UPRR has been actively engaged in discussions with CHSRA for many years in order to ensure that the safety and efficiency of the UPRR system, including UPRR's ability to serve current and future customers, is preserved during the planning, construction, and operation of the California high-speed rail project. UPRR and CHSRA have entered into several agreements that reflect these interests, including the Memorandum of Understanding and Implementing Agreement Related to High-Speed Rail Development in California dated July 11, 2012 (MOU) and the Engineering, Construction, and Maintenance Agreement Related to the California High-Speed Rail Authority Project Merced to Bakersfield Segment dated December 23, 2014.

UPRR has also submitted formal comments in response to proposals at several points during the environmental permitting process for various aspects of the high-speed rail project. That communication has included comments on plans for the proposed Fresno to Bakersfield high-speed rail segment and the Downtown Bakersfield High-Speed Rail Station Area Plan.

CHSRA's DSEIR proposes a Locally Generated Alternative (LGA) alignment that is largely parallel to and appears to cross UPRR right of way and customer facilities and spur tracks, raising significant concerns for UPRR (compared to the Downtown Bakersfield Hybrid alignment, which is largely parallel to BNSF right of way). As UPRR has expressed in previous correspondence and comments, UPRR will not allow any part of the high-speed rail system to be located on UPRR-owned property. Where UPRR operates on rights of way owned by others, CHSRA facilities and operations must not interfere with UPRR's operations. Where the CHSRA and UPRR alignments run in close proximity, a safe and operationally functional distance must be maintained between them. All CHSRA facilities that may cross above or below UPRR right of way must clear-span the UPRR property and be constructed a sufficient distance away to permit UPRR's full utilization of its property for railroad purposes.

With these general principles as context, UPRR offers these specific points:

- Any new facilities that cross UPRR's right of way in relation to the project, including new or realigned roads, must be grade-separated and comply with UPRR's then-current minimum engineering standards.
- Depending on the design and proximity of the CHSRA facilities to the UPRR right of way, special conditions such as safety barriers may be required.
- To comply with the terms of the MOU, CHSRA must design its alignment in a manner that does not interfere with UPRR's access to current or future customers. Section 2(A)(2) of the MOU says CHSRA "will take all steps available under law to avoid impeding UPRR's commercially reasonable access to current and potential customers and the access of current and potential customers to UPRR along the corridor." Drawings for the LGA appear to depict the CHSRA alignment crossing existing UPRR spur tracks and facilities owned or operated by current UPRR customers. The

B032-1,3,4

UNION PACIFIC CORPORATION
10031 Foothills Blvd.
Roseville, CA 95747

Clint Schelbitzki
Director – Network
Development

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E ceschelb@up.com

Submission B032 (Clint Schelbitzki, Union Pacific Corporation, January 18, 2018) - Continued

proposed alignment also appears to separate UPRR from developable property adjacent to the UPRR main line at various points along the proposed route. Impacts to existing and future freight rail customers associated with the proposed LGA alignment are unacceptable. If the LGA is chosen as the preferred route, UPRR will seek to require modification of the route per the terms of the MOU so that there are no impacts to our ability to serve existing or future customers.

B032-4,5

- It is not clear whether the DSEIR has examined the impact that construction of the CHSRA alignment may have on the future ability of the city or other road authorities to grade-separate roads that cross the UPRR tracks throughout Bakersfield. State and federal policies encourage the elimination of railroad grade crossings for the benefit of safety and the efficient movement of trains and vehicular traffic. The design of the CHSRA alignment and its proximity to the UPRR right of way under the LGA may permanently prevent roads that currently cross the freight tracks at grade from being grade-separated in the future. UPRR requests that an analysis be completed to determine the extent of these potential impacts and that the results be formally communicated to the respective roadway authorities who might be impacted and to UPRR.

Considering the potentially serious and detrimental impacts to UPRR facilities, operations, current and future customer access, and to long-term roadway accessibility over UPRR tracks through Bakersfield, UPRR encourages CHSRA not to adopt the LGA.

Thank you for considering our comments.

Sincerely,



Clint Schelbitzki
Director Network Development

Response to Submission B032 (Clint Schelbitzki, Union Pacific Corporation, January 18, 2018)

B032-1

The commenter indicates that the F-B LGA is largely parallel to and appears to cross UPRR and customer facilities and spur tracks, while the Bakersfield Hybrid Alternative (or May 2014 Project, as evaluated in the Supplemental EIR/EIS) is largely parallel to BNSF right-of-way. The commenter reiterates UPRR's requirement that no portion of the HSR be located on UPRR property or interfere with UPRR operations on rights-of-way owned by others. Further, when the HSR and UPRR alignments run adjacent or where HSR crosses above or below UPRR right-of-way, UPRR indicates that a safe and operationally functional distance must be maintained and HSR must not prevent UPRR from fully utilizing its property.

The Authority acknowledges the December 2014 Engineering, Construction, and Maintenance Agreement Related to the California High-Speed Rail Authority Project Merced to Bakersfield Segment (Agreement) with UPRR, and notes that it has been working cooperatively with UPRR under that Agreement to address issues of concern.

The May 2014 Project and the F-B LGA follow existing transportation corridors and rights-of-way to the extent feasible, consistent with the objectives of the HSR System. The Authority acknowledges that both the May 2014 Project and F-B LGA parallel the UPRR corridor, yet the F-B LGA follows it for a greater distance (approximately 11.25 miles versus 1.75 miles for the May 2014 Project). However, consistent with the Agreement, the F-B LGA does not physically encroach on UPRR property or where UPRR operates within rights-of-way owned by others, and maintains a minimum 102-foot clearance between UPRR right-of-way and the centerline of the HSR when all tracks are at ground level. Volumes I (Sections 2.4.1, 2.4.2, and 2.4.3) and III (Alignment Plans) of the Supplemental EIR/EIS provide more detail associated with the location of the F-B LGA in relation to the UPRR corridor.

The majority of the portion of the F-B LGA that parallels the UPRR corridor will be on viaduct. As described in Section 2.4.2 of the Supplemental EIR/EIS, and consistent with the Agreement, the F-B LGA would be aligned so that the edge of the structure does not fall within the active UPRR operating corridor. At its closest locations to the UPRR corridor, the F-B LGA viaduct would be as close as 140 feet from the nearest UPRR ground level track along Sumner Street and as close as 70 feet from the nearest UPRR ground level track along Edison Highway (Figures 2-7 and 2-8 in the Supplemental

B032-1

EIR/EIS). Figure 2-13 in the Supplemental EIR/EIS shows the viaduct cross section adjacent to the UPRR corridor within Bakersfield. Drawings TT-B0019, TT-B0020, and TT-B0021 in Volume III of the Supplemental EIR/EIS (Alignment Plans, Profiles, and Cross Sections), available on the Authority's website, show the F-B LGA viaduct in relation to the UPRR right-of-way. Plan and profile drawings for the segment of the F-B LGA that parallels the UPRR are located in this same set of plans (e.g., Drawings TT-D1042 through TT-D1047 show the viaduct within the Sumner Street and Edison Highway road rights-of-way).

The F-B LGA includes several clear-span crossings of UPRR right-of-way. In Bakersfield, 7th Standard Road would be raised to cross over the HSR viaduct, UPRR, and SR 99. However, in the existing condition, 7th Standard Road is already elevated over the UPRR corridor. The 7th Standard Road profile increase associated with the F-B LGA will require the removal and construction of bridges over UPRR and SR 99, as well as raising the intersections with Coffee Road and Golden State Avenue (refer to Drawings CV-T1017 and CV-T1022 in Volume III of the Supplemental EIR/EIS [Roadway and Roadway Structure Plans]). South of the 7th Standard Road crossing, the F-B LGA viaduct will cross a spur that could be used by UPRR just north of Snow Road in Bakersfield (Figure 2-6 in the Supplemental EIR/EIS and Drawing TT-D1029 in the Volume III Alignment Plans, Profiles, and Cross Sections). And, at the F Street Station location, 34th Street would be realigned from approximately L Street to the F Street Station site. To get over the UPRR, the profile of 34th Street would rise to the City of Bakersfield maximum allotted 6 percent grade and Chester Avenue would be raised over the UPRR. A multi-use path would also extend to the F Street Station elevated over the UPRR corridor at this location. Refer to Drawings CV-T1050 and CV-T1051, included in Volume III of the Supplemental EIR/EIS (Roadway and Roadway Structure Plans). Consistent with the Agreement, all overcrossings would be designed to meet freight height clearances and would not prohibit UPRR's full utilization of its property for railroad purposes.

The Agreement provides UPRR review and approval rights of engineering, construction, and maintenance plans from the point in time that the project is approved by the Authority and FRA (that is, environmentally cleared) through the point of acceptance of the final engineering design and construction plans. Through this process, the Authority

Response to Submission B032 (Clint Schelbitzki, Union Pacific Corporation, January 18, 2018) - Continued

B032-1

and the UPRR will agree to a final design that satisfies the requirements and concerns of UPRR.

B032-2

As described in Response to Comment B032-2, the F-B LGA would require several crossings of UPRR facilities, and all crossings would be grade-separated and clear-span UPRR right-of-way to fully avoid conflicts with or impacts on UPRR freight operations at ground level. In Bakersfield, 7th Standard Road would be raised to cross over the HSR viaduct, UPRR, and SR 99. South of the 7th Standard Road crossing, the F-B LGA viaduct will cross a spur that could be used by UPRR just north of Snow Road in Bakersfield. And, at the F Street Station location, 34th Street would be realigned from approximately L Street to the F Street Station site. To get over UPRR, the profile of 34th Street would rise to the City of Bakersfield maximum allotted 6 percent grade and Chester Avenue would be raised over UPRR. A multi-use path would also extend to the F Street Station elevated over the UPRR corridor at this location.

Consistent with the Authority and UPRR Agreement (2014) and Technical Memorandum 2.1.7, Rolling Stock and Vehicle Intrusion Protection for High-Speed Rail and Adjacent Transportation Systems (Authority 2013), all overcrossings would be designed to meet freight height clearances and would not prohibit UPRR's full utilization of its property for railroad purposes. Furthermore, the Agreement provides UPRR review and approval rights of engineering, construction, and maintenance plans from the point in time that the project is approved by the Authority and FRA through the point of acceptance of the final engineering design and construction plans. Through this process, the Authority and the UPRR will agree to a final design that satisfies the requirements and concerns of the UPRR.

B032-3

Safety considerations are included in the design of the HSR alignments with regard to proximity of the HSR line to other transportation facilities, including other railroads or highways. Separation requirements, described in Technical Memorandum 2.1.7: Rolling Stock and Vehicle Intrusion Protection for High-Speed Rail and Adjacent Transportation Systems (Authority 2013), were developed specifically for the California HSR System. A

B032-3

horizontal separation of approximately 102 feet between the centerlines of adjacent conventional and HSR trackways has been determined to be a distance sufficient to require no additional protection, and is consistent with the Authority and UPRR Agreement (2014). The F-B LGA maintains a minimum 102-foot clearance between UPRR right-of-way and the centerline of the HSR when all tracks are at ground level.

The majority of the portion of the F-B LGA that parallels the UPRR corridor will be on viaduct. As described in Section 2.4.2 of the Supplemental EIR/EIS, and consistent with the Agreement, the F-B LGA would be aligned so that the edge of the structure does not fall within the active UPRR operating corridor. As described in Section 3.11.4.2, Safety and Security (Impact S&S#4), the F-B LGA track on the viaduct along Sumner Street and Edison Highway in Bakersfield would be as close as 140 feet from the nearest UPRR ground level track along Sumner Street and as close as 70 feet from the nearest UPRR ground level track along Edison Highway. Since the F-B LGA would be on viaduct and the UPRR would be at ground level (grade-separated), additional protection would not be required consistent with the Agreement, and the HSR would not interrupt freight rail service.

B032-4

The Authority acknowledges the July 2012 Memorandum of Understanding and Implementing Agreement Related to High-Speed Rail Development in California (MOU) with the Union Pacific Railroad, and notes that it has been working cooperatively under that MOU with UPRR to address issues of concern.

As described in Response to Comment B032-2, the F-B LGA would involve several clear-span crossings of UPRR facilities. In Bakersfield, 7th Standard Road would be raised to cross over the HSR viaduct, UPRR, and SR 99. South of the 7th Standard Road crossing, the F-B LGA viaduct will cross a spur that could be used by UPRR just north of Snow Road in Bakersfield. At the F Street Station location, 34th Street would be realigned from approximately L Street to the F Street Station site. To get over UPRR, the profile of 34th Street would rise to the City of Bakersfield maximum allotted 6 percent grade and Chester Avenue would be raised over UPRR. A multi-use path would also extend to the F Street Station elevated over the UPRR corridor at this location.

Response to Submission B032 (Clint Schelbitzki, Union Pacific Corporation, January 18, 2018) - Continued

B032-4

Consistent with the Authority and UPRR Agreement (2014) and Technical Memorandum 2.1.7, Rolling Stock and Vehicle Intrusion Protection for High-Speed Rail and Adjacent Transportation Systems (Authority 2013), all overcrossings would be designed to meet freight height clearances and would not prohibit UPRR's full utilization of its property for railroad purposes or access of current and potential customers to UPRR.

The Authority acknowledges that the HSR alignment potentially separates the UPRR corridor from developable right-of-way in Bakersfield (e.g., on 24th Street and at Truxtun Avenue and Washington Street). The Authority also appreciates UPRR's concern related to the HSR limiting UPRR's ability to serve future customers. As the Supplemental EIR/EIS acknowledges in Section 3.4.4.3 (Impact TR#10, under Altering Freight Rail Transportation), the "HSR would, in some locations, restrict the ability of UPRR and BNSF to construct new spur lines for potential future customers." Consistent with the Agreement and MOU, the Authority will continue to work collaboratively with UPRR to preserve UPRR's ability to serve current and future customers.

The Agreement provides UPRR review and approval rights of engineering, construction, and maintenance plans from the point in time that the project is approved by the Authority and FRA through the point of acceptance of the final engineering design and construction plans. Through this process, the Authority and UPRR will agree to a final design that satisfies the requirements and concerns of UPRR. The Authority understands that changes required by the UPRR review and approval process that result in impacts not fully analyzed in the Final EIR/EIS would require an appropriate level of subsequent environmental review. This review may result in the preparation of subsequent or supplemental environmental documents, if required under CEQA and NEPA.

B032-5

The comment indicates that the Supplemental EIR/EIS has not examined the impact that the HSR may have on the future ability to grade-separate roads that cross the UPRR corridor in Bakersfield. UPRR requests that an analysis be conducted to determine the extent of these potential impacts.

B032-5

Within the F-B LGA alignment, UPRR has several at-grade crossings in Bakersfield, including Snow Road, Olive Drive, 30th Street, Q Street, and Baker Street. In order to grade separate the crossing, the roadway must go up above or below UPRR. The Authority acknowledges that taking the UPRR up or down is generally not practical due to the length of grades required to make a clearance. Furthermore, the Authority acknowledges that the proposed HSR on viaduct above these streets may limit the options to grade-separate these facilities, though not necessarily prevent it.

The Authority has conducted a preliminary assessment of the options to grade-separate these roadways. For 30th Street, Q Street, and Baker Street, lowering the road under the UPRR appears to be the best and potentially only option. However, at Snow Road and Olive Drive, taking the roadway up or down both appear to be viable options. Thus, the HSR viaduct would not eliminate opportunities to grade-separate roads that cross the UPRR corridor in Bakersfield.

The Authority will make a good faith effort to design the HSR viaduct so as not to preclude future grade separations, and consistent with Section 3.1.16 of the Authority and UPRR Agreement (2014), the Authority acknowledges that UPRR may withhold approval of the design of elements of the project if UPRR concludes that those elements will be built in a manner that will preclude future grade separation of UPRR tracks. Furthermore, in accordance with the Agreement, UPRR will review and approve designs to ensure that operational concerns are addressed in a mutually agreeable negotiated understanding between the Authority and UPRR.

Submission I001 (Ramon and Angela, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #384 DETAIL

Status : Action Pending
Record Date : 1/17/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Ramon and Angela
Last Name :
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : amoreno17@att.net
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I001-1

Hello,
 Just wanted to send this message regarding the location of the high speed train depot in Bakersfield, 1st,
 Don't really want the train ... but if its happens, the best location for the depot in Bakersfield, is by the existing
 train depot on Truxtun Ave. This makes the most sensible location for downtown, the other location is on the
 outskirts and its not in a very nice neighborhood...

Sincerely,

Ramon and Angela

Sent from Mail for Windows 10

EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I001 (Ramon and Angela, January 16, 2018)

I001-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I002 (Kyle A, December 20, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #202 DETAIL

Status : Action Pending
Record Date : 12/20/2017
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 12/20/2017
Submission Method : Project Email
First Name : Kyle
Last Name : A
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : kamidon74@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I002-1 | We need to completely stop this nonsense, the train will not be economical nor profitable, so long as it's ran by the government.
 I002-2 | We here in california have enough to deal with to last several lifetimes, including ridiculous regulations with red tape murdering businesses, to our extremely high taxes that are still not enough to pay for the pensions of government employees...
 To think I was a liberal a month ago...We need a significant reduction in government here in California, not to mention the elimination of this ridiculously costly project.
 I002-3 | Please please stop wasting our money and get rid of the high speed rail, it's just going to be a money pit and again will never be profitable.
 Thank you and have a nice day
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I002 (Kyle A, December 20, 2017)

I002-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

I002-2

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

I002-3

Refer to Standard Response FB-LGA-Response-GENERAL-09: Oppose HSR Project (e.g., Cost; Funding; Impacts on Cities, Counties, Communities, Farmland, Agriculture, Natural Environment, Wildlife and Habitat, Air Quality, Business, Land Access, and Residential).

Submission I003 (Charles Aguilera, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #317 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Charles
Last Name : Aguilera
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : caguilera2120@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I003-1 | I think the station going through Bakersfield should be placed on Truxtun Ave. Thank you.
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I003 (Charles Aguilera, January 16, 2018)

I003-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I004 (Pam Angel, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #424 DETAIL	
Status :	Action Pending
Record Date :	1/19/2018
Response Requested :	No
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Program Info Line
First Name :	Pam
Last Name :	Angel
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	
Telephone :	661-301-5049
Email :	
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	

I004-1 | Hi, my name is Pam Angel I'm uh, a person that lives in Bakersfield, California and I'm concerned about the placement of the High-Speed Rail Train station in Bakersfield. I do not want it where our City Council said to put it, I want it downtown on Truxtun Avenue and my phone number is area code 661-301-5049. That's again, I do not want it where the City of Bakersfield has said they want it, uh, by the council because they did not give us, as public members an opportunity like you're giving us an opportunity they did not give us that kind of an opportunity to express our opinions in an open forum during the day wh- or evening or more than one time. The way they did it was not a very good way to do it. So, I want you to know I want it to be put on Bakersfield downtown on Truxtun Avenue, thank you.

EIR/EIS Comment : Yes
 Official Comment Period : Yes

Response to Submission I004 (Pam Angel, January 16, 2018)

I004-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I005 (Anthony Ansolabehere, December 19, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #193 DETAIL

Status : Action Pending
Record Date : 12/19/2017
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 12/19/2017
Submission Method : Website
First Name : Anthony
Last Name : Ansolabehere
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93301
Telephone : 6613230468
Email : ansolabehere@yahoo.com
Email Subscription : Bakersfield to Palmdale
 , Central Valley, Locally Generated Alternative (Bakersfield)
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues :

- I005-1 | Our family has been in Bakersfield for over 100 years and we want to see this city thrive for many years to come. Throughout my career I have been active in local government and politics. I managed the County Assessor's office for 12 years before my retirement.
- One thing I have learned over the years, is that Bakersfield City Council positions are more like a hobby than a job. Council members are only paid \$100/month. The positions don't attract people that are interested in thoroughly analyzing the issues. Most of the time the City Council just rubber stamps the recommendations of the City Manager. When you leave complex decisions in the hands of just one person it's a recipe for disaster.
- This approach has led Bakersfield to financial ruin. Bakersfield has been spending way too much money on capital projects and has been ignoring their ballooning pension debt. This has placed Bakersfield in a severe financial crisis which is affecting their judgement. They are desperately trying to get a sales tax increase to bail them out. It appears that the City Council is favoring the F Street location because it will provide a much needed interchange at 204 and F Street. An interchange that the city can't afford to build themselves.
- I005-2 | Some serious deficiencies have been pointed out in the LGR EIR. Bakersfield has a history of creating EIRs to achieve a predetermined outcome. Currently Bakersfield has two major road construction projects bogged down in litigation because of this approach to creating EIRs. Ironically, since the city is out of money, they don't have the funds to complete these road projects anyway. These projects will remain fenced off, unfinished, eyesores for many years to come.
- I005-3 |
- I005-4 | There has been very little public discussion about the LGR EIR. There aren't many people interested in

I005-4 | attending this public hearing a week before Christmas. The City Council decided to adopt this station in closed session with no public comment.

I005-5 | Please look at the data and base your decision on the facts. Don't let a handful of part time people have undue influence over the decision making process. Having the station located on a larger site, next to Amtrak, and in the core of downtown just makes more sense.

For these reasons I oppose the F Street alignment and support the hybrid (Truxtun) alignment.

EIR/EIS Comment : Yes

Official Comment Period : Yes

Response to Submission I005 (Anthony Ansolabehere, December 19, 2017)

I005-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

I005-2

The commenter does not provide specificity regarding the deficiencies in the Supplemental EIR/EIS; therefore, no further response to this comment can be provided.

I005-3

The commenter states that the City of Bakersfield releases EIRs with predetermined outcomes. It should be noted that the Authority is the CEQA Lead Agency for the Final Supplemental EIR; the City of Bakersfield did not fund or author any portion of the Final Supplemental EIR.

As noted by the commenter, the City of Bakersfield would be required to complete the CEQA process before implementing planned projects.

I005-4

The commenter suggests that the Supplemental EIR/EIS has elicited little public discussion and that few people were interested in attending the Public Hearing. The Notice of Availability was distributed to more than 15,000 recipients: owners/occupants within 300 feet of the F-B LGA and May 2014 Project footprints; members of the public who have requested to be on the project distribution list; federal, state, and local agency representatives with an interest in the project; tribal representatives who have requested consultation; and schools within 0.25 mile of the construction footprint.

The commenter suggested that during closed session, the Bakersfield City Council adopted a resolution identifying the F Street Station as the preferred station site. The City Council hosted a public workshop on December 13, 2017 after which, the City Council voted unanimously to adopt a resolution in support of the F-B LGA.

I005-5

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I006 (Dwayne Anthony, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #388 DETAIL	
Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Dwayne
Last Name :	Anthony
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	dekkanthony@aol.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I006-1 | I believe that consideration be given to making Truxtun as the preferred choice for the Bakersfield Station location. It would tie in with the Amtrak Station. GET Buses and Greyhound could be provided space creating a true multi-modal hub. It is in walking distance of Rabobank Arena, Marriott Hotel, Government Facilities, Downtown Amenities, and has existing surface roads to gain access to. The F Street/ Golden State Site is away from downtown requiring the use of vehicles to gain access to downtown instead of walking reducing carbon footprints. It would displace the Bakersfield Homeless Center which provides services to those in need. For these reasons I feel that Truxtun is the preferred location for HSR. Thank you.

Sent from my iPhone

EIR/EIS Comment : Yes

Official Comment Period : Yes

Response to Submission I006 (Dwayne Anthony, January 16, 2018)

I006-1

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Both alignment alternatives displace the Bakersfield Homeless Center.

Submission I007 (John Antonino, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #401 DETAIL

Status : Action Pending
Record Date : 1/17/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : John
Last Name : Antonino
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : johncantonino@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I007-1

I would like to voice my opinion on the location of the HSR station for Bakersfield. I would suggest the location in downtown Bakersfield off of Truxtun Ave.

Sent from my iPhone
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I007 (John Antonino, January 16, 2018)

I007-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I008 (Stephanie Arellano, SEIU 521, December 22, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #226 DETAIL	
Status :	Action Pending
Record Date :	12/22/2017
Response Requested :	No
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	12/22/2017
Submission Method :	Website
First Name :	Stephanie
Last Name :	Arellano
Professional Title :	
Business/Organization :	SEIU 521
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93306
Telephone :	6617428331
Email :	srka909@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	
I008-1	<p>This high speed rail project needs to come through Bakersfield CA. Our city is growing and is always a mid-point between Los Angeles, Fresno, and San Francisco. Bringing this rail system here will not only help to modernize this town, it will bring in more tourists and opportunities to the community as a whole.</p> <p>EIR/EIS Comment : Yes</p> <p>Official Comment Period : Yes</p>

Response to Submission I008 (Stephanie Arellano, SEIU 521, December 22, 2017)

I008-1

Refer to Standard Response FB-LGA-Response-General-07: General Support of HSR.

Submission I009 (Carolyn Armstrong, November 26, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #158 DETAIL	
Status :	Action Pending
Record Date :	11/26/2017
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	11/26/2017
Submission Method :	Website
First Name :	Carolyn
Last Name :	Armstrong
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93301
Telephone :	
Email :	spikechic@outlook.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	
I009-1	Bakersfield city is trying to force the the High Speed Rail station to be located at F Street and Golden State Ave., while completely ignoring their previous approval of the recommended location on Truxtun Ave. near the current Amtrak station. This will destroy the surrounding residential communities and will not benefit downtown Bakersfield at all. The Truxtun location for the station is better for all.
EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I009 (Carolyn Armstrong, November 26, 2017)

I009-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I010 (Carolyn Armstrong, November 27, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #184 DETAIL

Status : Action Pending
Record Date : 12/15/2017
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 11/27/2017
Submission Method : Project Email
First Name : Carolyn
Last Name : Armstrong
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : spikechic@outlook.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I010-1

Bakersfield city is trying to force the the High Speed Rail station to be located at F Street and Golden State Ave., while completely ignoring their previous approval of the recommended location on Truxtun Ave. near the current Amtrak station. This will destroy the surrounding residential communities, landmark businesses, and an excellent school. It will not benefit downtown Bakersfield at all. The Truxtun Avenue location for the station is better for all.

Sincerely,

Carolyn Armstrong, A Concerned Citizen

EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I010 (Carolyn Armstrong, November 27, 2017)

I010-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I011 (Richard Armstrong, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #352 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Website
First Name : Richard
Last Name : Armstrong
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93309
Telephone :
Email : richarmstrong@email.com
Email Subscription :
Cell Phone :
Add to Mailing List : No
Stakeholder Comments/Issues :

I011-1

I am a lifelong resident of Bakersfield who has witnessed several poor transportation decisions in Bakersfield's past. I feel that the F street location for the HSR terminal is another poor choice. I recommend the Truxtun Avenue location, as it will serve the Bakersfield community better than the other. Thank you.
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I011 (Richard Armstrong, January 16, 2018)

I011-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I012 (Ken Ballou, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #392 DETAIL

Status : Action Pending
Record Date : 1/17/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Ken
Last Name : Ballou
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : kballou68@icloud.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I012-1

The high speed rail and the community of Bakersfield would be best served if the station is located at Truxtun Ave. F street and Golden State would make it less convenient for visitors traveling to Bakersfield.
 Ken Ballou

Sent from my iPhone
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I012 (Ken Ballou, January 16, 2018)

I012-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I013 (Baynes Bank, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #345 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Baynes
Last Name : Bank
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code :
Telephone : 661-333-3881
Email : bbank@bak.rr.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I013-1 | This message is to support a downtown station on Truxtun Avenue and NOT "F" Street.

Thank you,
Baynes Bank
Bakersfield, CA
661-333-3881

Sent from my iPhone
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I013 (Baynes Bank, January 16, 2018)

I013-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I014 (Alexander Barber, November 10, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #188 DETAIL

Status : Action Pending
Record Date : 12/15/2017
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 11/10/2017
Submission Method : Project Email
First Name : Alexander
Last Name : Barber
Professional Title :
Business/Organization :
Address : 2408 S GRAND AVE APT 2
Apt./Suite No. :
City : Los Angeles
State : CA
Zip Code : 90007
Telephone :
Email : lastmilerr@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

Hi,

I014-1 | I think it is an enormous mistake not to use the existing, walkable downtown Bakersfield Amtrak station for high-speed rail.

I014-2 | The northern option which looks to be the one HSR is leaning towards is clearly only better from a politically motivated standpoint.

On the merits, the existing station is the clear choice, and we will end up regretting it if we leave ourselves with an unnecessary transit gap.

Kind Regards,

?? Alex Barber
 2408 S GRAND AVE APT 2
 LOS ANGELES CA 90007

I014-3 | P.S. The southern leg of HSR should terminate in Santa Ana, not in Anaheim.

If the train stops short in Anaheim (as is the unfortunate current

I014-3 |

plan) it can not offer a direct connection to either Metrolink's Inland Empire/Orange County line or to Santa Ana's planned and funded OC Streetcar to Garden Grove.

The electrified HSR tracks should be extended the short distance south from Anaheim to the existing Santa Ana depot.

Santa Ana is the county seat and the most densely populated city in Orange County.

EIR/EIS Comment : Yes

Official Comment Period : Yes

Response to Submission I014 (Alexander Barber, November 10, 2017)

I014-1

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station.

I014-2

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

I014-3

Comment noted. The Statewide Program EIR/EIS (Authority and FRA 2005), available on the Authority's website, describes the evaluation of alternatives that determined the station locations. The commenter's input has been shared with the Southern California HSR Team.

Submission I015 (Joe Bariffi, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #314 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Joe
Last Name : Bariffi
Professional Title : CSP
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : bmj2163@yahoo.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I015-1 |

My preference is to locate the new station on Truxton.

Joe Bariffi, CSP
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I015 (Joe Bariffi, January 16, 2018)

I015-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I016 (Marsha Barnden, Care Delivery Adventist Health, January 18, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #416 DETAIL

Status : Action Pending
Record Date : 1/19/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/18/2018
Submission Method : Project Email
First Name : Marsha
Last Name : Barnden
Professional Title : Corporate Director Infection Prevention & Clinical Standards
Business/Organization : Care Delivery Adventist Health
Address : 1075 Creekside Ridge Drive
Apt./Suite No. : Suite 102
City : Roseville
State : CA
Zip Code : 95678
Telephone :
Email : BarndeMA@ah.org
Email Subscription :
Cell Phone : 661-301-4083
Add to Mailing List :
Stakeholder Comments/Issues :

I016-1 | I am ADAMANTLY opposed to a station on F Street and Golden State. The station would be much better located at Amtrak on Truxtun. Additionally, the GET bus and Greyhound stations should also be relocated to Amtrak. In doing so, local law enforcement personnel can more easily patrol one area rather than locations spread out across downtown. The idea of putting this station on F Street and Golden State makes absolutely no sense whatsoever.

Thank you for your thoughtful consideration.

Marsha Barnden | Corporate Director Infection Prevention & Clinical Standards | Care Delivery
 Adventist Health | 1075 Creekside Ridge Drive Suite 102 | Roseville, CA 95678
 C 661-301-4083 | marsha.barnden@org <mailto:661-301-4083|marsha.barnden@org>

EIR/EIS Comment : Yes
Official Comment Period : No

Response to Submission I016 (Marsha Barnden, Care Delivery Adventist Health, January 18, 2018)

I016-1

Refer to Standard Response FB-LGA-Response-GENERAL-03: Response to Comments Received After the Close of the Public Comment Period, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission I017 (Bettina Belter, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #282 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Bettina
Last Name : Belter
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : bettinabelter@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

 [-]----- Forwarded message -----
 From: Bettina Belter <bettinabelter@gmail.com>
 Date: Mon, Jan 15, 2018 at 6:36 PM
 Subject: Re: HSR Station location
 To: stephanie.perez@dot.gov

Dear Ms. Perez,

I017-1 | There are MANY reasons the F STREET location for HSR is a TERRIBLE idea;

1. - The comfort and EASE for riders, F Street LOSES.
2. - Potential FOR Economic DEVELOPMENT, F Street LOSES.
3. - Traffic CONGESTION Concerns, way TOO CLOSE to neighborhoods. F Street LOSES.
4. - Intermodal CONNECTIVITY, F Street LOSES!
5. - Transportation studies SUPPORT the DOWNTOWN Location.
 Shafter's heavy maintenance Facility is GREAT for Kern County and the

I017-1 |

BEST location for California, because it's donated land that Doesn't NEED TO BE remediated.

F STREET WOULD MAKE US MISS OUT ON THIS.

6. Poor Station access for lower income and minority residents of OUR CITY.
 F Street LOSES as it's FARTHER AWAY from east and southeast Bakersfield.

Across the board, F STREET LOSES, and yet OUR CITY is trying to ram F street down our throats. WHY?????? WE THE PEOPLE, DON'T WANT IT THERE.

Gratefully,
 Bettina and Gary Belter

On Fri, Jan 12, 2018 at 9:34 PM, Bettina Belter <bettinabelter@gmail.com> wrote:

>
 >
 >
 >
 >
 > Sent from my iPhone
 >

EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I017 (Bettina Belter, January 16, 2018)

I017-1

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission I018 (Bettina and Gary Belter, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #298 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Bettina and Gary
Last Name : Belter
Professional Title :
Business/Organization :
Address : 2228 Beech Street
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93302
Telephone :
Email : bettinabelter@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

To Whom it may concern,

I018-1

Wanting you to KNOW, the MAJORITY OF the people in Bakersfield, Ca. OPPOSE the F Street location for the HSR Station. It defies REASON. Clearly there's ANOTHER motivation here, and it's NOT what's GOOD for the good of our community, neighborhoods OR THE BUILDING OF OUR INFRASTRUCTURE.
 TRUXTUN IS A NO BRAINER. And, it's been APPROVED. Go with it, please. It's near our convention Center, our Amtrak, Hotels, restaurants..... what doesn't our city understand?
 I'm/we're praying, you DO.
 Best regards,
 Bettina & Gary Belter
 2228 Beech Street
 Bakersfield, Ca.
 93302

Sent from my iPhone
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I018 (Bettina and Gary Belter, January 16, 2018)

I018-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I019 (Carol Bender, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #331 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Carol
Last Name : Bender
Professional Title : R.N, P.H.N.
Business/Organization :
Address : 13340 Smoke Creek Ave.
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93314
Telephone :
Email : CLMCBENDER@aol.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I am submitting a scanned copy of my 3 page comment letter regarding the "Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS and will also send a copy via mail.

Please contact me if there was any problem with the transmission of this document.

EIR/EIS Comment : Yes
Official Comment Period : Yes
Attachments : Scan Fresno to Bakersfield Project supp EIR EIS Comment,.pdf (2 mb)
331_Bender_email_011618_Attachment.pdf (2 mb)

I019-1

I would greatly appreciate it if you could e-mail me acknowledgement of its receipt.

Best regards,

Carol McMahon Bender

AKA Carol Bender

Submission I019 (Carol Bender, January 16, 2018) - Continued

January 14, 2018	<p>"Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS Comment,"</p> <p>770 L Street,</p> <p>Suite 620 MS-1, Sacramento, CA 95814</p>	I019-3	<p>question is: Are workers well informed enough, skin tested and knowledgeable enough to know what kind of risk they might be taking if they choose NOT to wear a mask?</p> <p>What mitigation efforts are to be offered to citizens and high risk groups that reside or attend school/church in close proximity to ongoing construction? New measures need to be outlined in specific terms and put into place immediately. These measures should extend beyond basic mitigation for "fugitive dust", given the nature of how spores grow and are disseminated during projects with extensive soil disturbance, not to mention soil transport.</p>
I019-2	<p>I am writing to comment on the Draft Supplemental EIR/EIS: Fresno to Bakersfield Project Section and to state that the Locally Generated Alternative "F" Street Station is the best choice for our community.</p> <p>I previously submitted letters/documentation that are included in the 2014 EIR/EIS : Fresno to Bakersfield Project file and would like those letters included with this supplemental review, as well as those supplemental comment letters submitted prior to the May 6 2014 meeting vote to approve the 2014 EIR. I note that this current supplemental EIR/EIS references the 2014 EIR/EIS document extensively and many of the issues I discussed previously are still relevant for this supplemental EIR/EIS.</p>	I019-4	<p><u>With regard to the location of the Locally Generated Alternative (LGA) "F" Street Station:</u></p> <p>1. After extensive review, it is clear the LGA and "F" Street station alignment is the least detrimental to the citizens of Kern County. It affects fewer residents directly. It affects fewer homes, schools, hospitals and community assets. It is by no means a perfect location, as there will be some unavoidable impacts, but it is the better of the two choices that have been offered. Many of the current concerns voiced against the LGA alternative appear to be from people that did not participate in the extensive public review process in 2014. It is my opinion that if they had participated and reviewed the 2014 report impacts as extensively as those who were involved in the process at that time, they would also be choosing the LGA alternative.</p>
I019-3	<p>One large concern that I discussed at that time had to do with the lack of mitigation required to protect workers and citizens from exposure to spores that cause Valley Fever (coccidioidomycosis). Although there were some mitigation measures added after these concerns were aired, I am still concerned that there are further measures that should be taken. I have discussed these concerns with Mark McLoughlin, Director of Environmental Services at length. These include the need to provide Valley Fever skin tests to workers on the project to help determine their immunity/prior exposure to the disease. It is well documented that there are specific high risk groups. Ignoring the measures that could prevent exposure to these groups would not only be detrimental to individual health, but it could create the potential for multiple liability lawsuits that could financially cripple the residents of California. We have seen that the prison system tests prisoners with Valley Fever skin tests and will not place them in Central Valley prisons if they are found to be at risk. Shouldn't workers on the High Speed Rail (HSR) project and Valley citizens be educated and protected as well?</p> <p>There does not appear to be a specific plan to educate and protect the public about risks during the construction phase. There was to be coordination with the public health departments in each county to provide this education and outreach. To date, I have not received any verification that the California High Speed Rail Authority (CAHSRA) has allotted funds or required its contractors to be involved in any billboard/TV campaigns, or local information sessions for residents with regard to skin testing and protections (masks etc.). Since the project broke ground in the Central Valley, cases of Valley Fever have increased. Due to our natural geography and weather patterns, fugitive dust and spores released from this project will migrate to the southern end of the Valley (Kern County). A California solar project has been under fire in the media recently when it was found that contractors were not ensuring that Valley Fever protections/mitigations were in place or followed. As it stands now, it appears that the CAHSR project only "offers" face masks as protection for workers....it does not require them. My</p>	I019-5	<p>2. One concern that I do find valid is that there should be some funding available to relocate the Bakersfield Homeless Center ahead of the actual construction. This organization cannot continue to solicit donations or otherwise pour money into a location that will be destroyed. I strongly urge the CAHSRA to allot that money to help relocate this facility as soon as possible.</p>
		I019-6	<p>3. Although the LGA route has fewer noise/vibration impacts to citizens, there are still some areas that will be VERY adversely impacted. One example in particular is the Free Will Baptist Church and School. It is obvious in looking at the EIR that the project will have some extreme impacts to both school children and church attendees, yet there is no offer to relocate the facilities either during construction or during future operation of the rail. Noise barriers, insulation and other attempts to muffle noise will not be enough. The point here is that the concerns from severely impacted locations are being largely ignored and given very little information regarding what truly will be done to mitigate their issues. A "wait and see" approach is not acceptable.</p> <p>4. Having the station located at the "F" Street location will revitalize a part of downtown that has been somewhat neglected in the past. There is a clear connection to Highway 99 from the Highway 204 connection that runs directly by the planned station. Its location is closer and more accessible to our Airport as well, which is a bonus for business travelers or those wishing to continue travel by flying to areas outside California. This closer connection could boost commercial airlines' interest in locating more flight services at the Bakersfield airport. There is opportunity for shuttle/Uber/bus transport. When the current project is fully complete, there will be seamless rail connection to the Los Angeles area for high speed rail travelers. If the project is delayed or connection to the LA Basin is not realized in the future for any reason, impacts will be FAR less if the "end of the line" is the "F" Street station as opposed to one located at the Truxtun location.</p>

Submission I019 (Carol Bender, January 16, 2018) - Continued

I019-6

I strongly urge the California High Speed Authority to choose the Locally Generated Alternative (LGA) and "F" Street station location as the preferred alignment through Kern County. I have personally worked long and hard for the past 8 years to be informed and thoroughly research the proposals and various EIRs that have been provided for public review. While I still have great doubts that this project is one that Californians can and should afford, that is not what is being decided now. What we have is two flawed choices for alternatives. Given that, the Locally Generated Alternative (LGA) and "F" Street station location is the very best alternative as it is the least detrimental to our citizens and the quality of life that we have come to know.

Thank you for the opportunity to comment today. I look forward to remaining involved in the public process going forward.

Best regards,



Carol McMahon Bender R.N., P.H.N.

13340 Smoke Creek Ave

Bakersfield, CA 93314

January 14, 2018

"Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS Comment,"

770 L Street,

Suite 620 MS-1, Sacramento, CA 95814

I am writing to comment on the Draft Supplemental EIR/EIS: Fresno to Bakersfield Project Section and to state that the Locally Generated Alternative "F" Street Station is the best choice for our community.

I previously submitted letters/documentation that are included in the 2014 EIR/EIS : Fresno to Bakersfield Project file and would like those letters included with this supplemental review, as well as those supplemental comment letters submitted prior to the May 6 2014 meeting vote to approve the 2014 EIR. I note that this current supplemental EIR/EIS references the 2014 EIR/EIS document extensively and many of the issues I discussed previously are still relevant for this supplemental EIR/EIS.

One large concern that I discussed at that time had to do with the lack of mitigation required to protect workers and citizens from exposure to spores that cause Valley Fever (coccidioidomycosis) . Although there were some mitigation measures added after these concerns were aired, I am still concerned that there are further measures that should be taken. I have discussed these concerns with Mark McLoughlin, Director of Environmental Services at length. These include the need to provide Valley Fever skin tests to workers on the project to help determine their immunity/prior exposure to the disease. It is well documented that there are specific high risk groups. Ignoring the measures that could prevent exposure to these groups would not only be detrimental to individual health, but it could create the potential for multiple liability lawsuits that could financially cripple the residents of California. We have seen that the prison system tests prisoners with Valley Fever skin tests and will not place them in Central Valley prisons if they are found to be at risk. Shouldn't workers on the High Speed Rail (HSR) project and Valley citizens be educated and protected as well?

There does not appear to be a specific plan to educate and protect the public about risks during the construction phase. There was to be coordination with the public health departments in each county to provide this education and outreach. To date, I have not received any verification that the California High Speed Rail Authority (CAHSRA) has allotted funds or required its contractors to be involved in any billboard/TV campaigns, or local information sessions for residents with regard to skin testing and protections (masks etc.). Since the project broke ground in the Central Valley, cases of Valley Fever have increased. Due to our natural geography and weather patterns, fugitive dust and spores released from this project will migrate to the southern end of the Valley (Kern County). A California solar project has been under fire in the media recently when it was found that contractors were not ensuring that Valley Fever protections/mitigations were in place or followed. As it stands now, it appears that the CAHSR project only "offers" face masks as protection for workers....it does not require them. My

Submission I019 (Carol Bender, January 16, 2018) - Continued

question is: Are workers well informed enough, skin tested and knowledgeable enough to know what kind of risk they might be taking if they choose NOT to wear a mask?

What mitigation efforts are to be offered to citizens and high risk groups that reside or attend school/church in close proximity to ongoing construction? New measures need to be outlined in specific terms and put into place immediately. These measures should extend beyond basic mitigation for "fugitive dust", given the nature of how spores grow and are disseminated during projects with extensive soil disturbance, not to mention soil transport.

With regard to the location of the Locally Generated Alternative (LGA) "F" Street Station:

1. After extensive review, it is clear the LGA and "F" Street station alignment is the least detrimental to the citizens of Kern County. It affects fewer residents directly. It affects fewer homes, schools, hospitals and community assets. It is by no means a perfect location, as there will be some unavoidable impacts, but it is the better of the two choices that have been offered. Many of the current concerns voiced against the LGA alternative appear to be from people that did not participate in the extensive public review process in 2014. It is my opinion that if they had participated and reviewed the 2014 report impacts as extensively as those who were involved in the process at that time, they would also be choosing the LGA alternative.

2. One concern that I do find valid is that there should be some funding available to relocate the Bakersfield Homeless Center ahead of the actual construction. This organization cannot continue to solicit donations or otherwise pour money into a location that will be destroyed. I strongly urge the CAHSRA to allot that money to help relocate this facility as soon as possible.

3. Although the LGA route has fewer noise/vibration impacts to citizens, there are still some areas that will be VERY adversely impacted. One example in particular is the Free Will Baptist Church and School. It is obvious in looking at the EIR that the project will have some extreme impacts to both school children and church attendees, yet there is no offer to relocate the facilities either during construction or during future operation of the rail. Noise barriers, insulation and other attempts to muffle noise will not be enough. The point here is that the concerns from severely impacted locations are being largely ignored and given very little information regarding what truly will be done to mitigate their issues. A "wait and see" approach is not acceptable.

4. Having the station located at the "F" Street location will revitalize a part of downtown that has been somewhat neglected in the past. There is a clear connection to Highway 99 from the Highway 204 connection that runs directly by the planned station. Its location is closer and more accessible to our Airport as well, which is a bonus for business travelers or those wishing to continue travel by flying to areas outside California. This closer connection could boost commercial airlines' interest in locating more flight services at the Bakersfield airport. There is opportunity for shuttle/Uber/bus transport. When the current project is fully complete, there will be seamless rail connection to the Los Angeles area for high speed rail travelers. If the project is delayed or connection to the LA Basin is not realized in the future for any reason, impacts will be FAR less if the "end of the line" is the "F" Street station as opposed to one located at the Truxtun location.

I strongly urge the California High Speed Authority to choose the Locally Generated Alternative (LGA) and "F" Street station location as the preferred alignment through Kern County. I have personally worked long and hard for the past 8 years to be informed and thoroughly research the proposals and various EIRs that have been provided for public review. While I still have great doubts that this project is one that Californians can and should afford, that is not what is being decided now. What we have is two flawed choices for alternatives. Given that, the Locally Generated Alternative (LGA) and "F" Street station location is the very best alternative as it is the least detrimental to our citizens and the quality of life that we have come to know.

Thank you for the opportunity to comment today. I look forward to remaining involved in the public process going forward.

Best regards,



Carol McMahon Bender R.N., P.H.N.

13340 Smoke Creek Ave

Bakersfield, CA 93314

Response to Submission I019 (Carol Bender, January 16, 2018)

I019-1

The commenter requests an emailed acknowledgement that her comment has been received. Responses are not sent to commenters individually. All responses have been prepared and published as part of the Final Supplemental EIR.

The comment was submitted to the project email. Comments submitted to the project email address received automated responses stating: "Thank you for taking the time to contact the California High-Speed Rail Authority. Your views and comments are important to our team. We receive a large amount of letters, phone calls and emails, and because this email is not monitored 24 hours a day and generally not on the weekends, we may not be able to respond to you right away. However, our team works very hard to ensure that all comments/questions are read and responded to, when appropriate.

If you have any questions about working at the Authority, please visit our High-Speed Rail Careers page here: <http://hsr.ca.gov/About/Careers/index.html>.

Thank you again for your interest in the California High-Speed Rail Program.

California High-Speed Rail Authority"

I019-2

The commenter states that she previously submitted comments on the Fresno to Bakersfield Section EIR/EIS and prior to the May 6, 2014 meeting to approve the Fresno to Bakersfield Final EIR/EIS. The commenter requests that her previously submitted comments be included with the Final Supplemental EIR. The commenter notes that the Draft Supplemental EIR/EIS refers to the Final EIR/EIS, and states that her previous comments are relevant to the Draft Supplemental EIR/EIS.

The commenter's previous comments appear three times in the Final EIR/EIS documentation: in Volume IV, Response to Comments from Public Meetings and Hearings 9-22-2011, pages 29-374 through 29-377 (referred to below as Comment Set 1); in Volume V Response to Comments from Individuals Last Name A-C, pages 41-50 through 41-63 (referred to below as Comment Set 2); and Volume V Response to Comments from Public meetings and Hearings 8-27-2012, pages 48-28 through 48-43

I019-2

(referred to below as Comment Set 3).

Comment Set 1 refers to noise and vibration impacts along the May 2014 Project's footprint. The locations and impacts discussed are not relevant to the F-B LGA; the responses to these comments provided in Volume IV are sufficient to address the issues the commenter has described.

Comment Set 2, a letter submitted in response to the Fresno to Bakersfield Revised Draft EIR/EIS, expresses concerns about a wide variety of issues and impacts. The responses to these comments provided in Volume V are sufficient to address the issues the commenter has described.

Comment Set 3 contains four individual submissions made at the August 27, 2012 public hearing. The first, Submission P002, expresses concerns that the Revised Draft EIR/EIS did not provide a broad enough set of alternatives. The F-B LGA directly responds to these last concerns, and along with the Draft Supplemental EIR/EIS, the responses to these comments provided in Volume V are sufficient to address the issues the commenter has described.

The second, Submission P003, expresses concerns about cumulative noise impacts, compares the number of impacts in Fresno to the number of impacts in Bakersfield, and states that the funding to complete the project has not been found. The responses to these comments provided in Volume V are sufficient to address the issues the commenter has described.

The third, Submission P004, expresses concerns about design speeds and property tax loss. Again, the responses to these comments provided in Volume V are sufficient to address the issues the commenter has described.

The commenter's final submission in Comment Set 3, P005, asks that the HSR avoid Bakersfield altogether in favor of a corridor along Interstate-5, and expresses concerns about faults in Tehachapi. The responses to these comments provided in Volume V are sufficient to address the issues the commenter has described.

Response to Submission I019 (Carol Bender, January 16, 2018) - Continued

I019-3

The commenter states that they are concerned with the lack of mitigation required to protect workers and citizens from exposure to spores caused by Valley Fever.

Regarding worker exposure:

As stated in Section 3.11 of the Draft Supplemental EIR/EIS, page 3.11-18, construction activities have the potential to generate exposure to the fungus spores that cause Valley Fever via inhalation of fugitive dust and soil. Valley Fever tends to infect people with jobs requiring digging in soil that contains the fungus. The Authority reviewed the potential of this occurring in the San Joaquin Valley, specifically in the area where HSR construction would occur. In response to comments concerning the risk of increased exposure to Coccidioides spores that cause Valley Fever, the FRA and the Authority, in coordination with the U.S. Environmental Protection Agency and the California Department of Public Health, revised the avoidance and minimization measures in the Mitigation Monitoring and Enforcement Plan to incorporate additional best practices to minimize exposure to those at risk from construction activities disturbing these naturally occurring Coccidioides spores (Section 3.11.5 S&S-AMF #4b and S&S-AMF #4c).

S&S-AMF#4b. States that a qualified person dedicated to overseeing implementation of Valley Fever prevention measures to encourage a culture of safety of the construction contracts and subcontractors.

S&S-AMF#4c. Provides the addition of measures to the requirements of the Construction Safety and Health Plans regarding preventative measures to avoid Valley Fever exposure.

Regarding citizen exposure:

As described under 3.3.5.2, Impact AQ #1, construction emissions for particulate matter smaller than 2.5 and 10 microns (which includes spores from Coccidioides), would be below SJVAPCD thresholds with the incorporation of dust control minimization measures AQ-AM#1 through 4.

I019-4

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

I019-5

The commenter requests that funding be made available to relocate the Bakersfield Homeless Center before construction begins.

The Authority would acquire the land of property owners whose land is directly affected by the project in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. sec. 4601 et seq.) (Uniform Act). The Uniform Act establishes minimum standards for treatment and compensation of individuals whose real property is acquired for a federally funded project. For more information on the Uniform Act, see Appendix 3.12-A of the Fresno to Bakersfield Section Final EIR/EIS and FB-Response-SO-01 of the Fresno to Bakersfield Section Final EIR/EIS. Information about acquisition, compensation, and relocation assistance is also available on the Authority's website, please see, Your Property, Your High-Speed Rail Project (Authority 2013).

If the facility is acquired, coordination with Bakersfield Homeless Center will comply with SO-MM#3, found in Section 3.12.6.2 of the Draft Supplemental EIR/EIS. The Measure states:

The Authority will minimize impacts resulting from the disruption to key community facilities. [...] The Authority will consult with the appropriate respective parties before land acquisition to assess potential opportunities to reconfigure land use and buildings and/or relocate affected facilities, as necessary, to minimize the disruption of facility activities and services, and also to ensure relocation that allows the community currently served to continue to access these services. Because many of these community facilities are located in Hispanic communities, the Authority will continue to implement a comprehensive Spanish-language outreach program for these communities as land acquisition begins. This program will facilitate the identification of approaches that would maintain continuity of operation and allow space and access for the types of services currently provided and planned for these facilities. Also, to avoid disruption to these

Response to Submission I019 (Carol Bender, January 16, 2018) - Continued

I019-5

community amenities, the Authority will ensure that all reconfiguring of land uses or buildings, or relocating of community facilities is completed before the demolition of any existing structures.

I019-6

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

The commenter notes that though the F-B LGA would have fewer noise and vibration impacts, there would still be impacts. The commenter calls attention to the First Free Will Baptist Church and [the Bethel Christian] School. The commenter states that school children and church attendees would be impacted. The commenter states that there has been no relocation offer from the Authority, and indicates that mitigations such as noise barriers and insulation would not be enough to reduce impacts. Contrary to the commenter's claims, the noise analyses for both the May 2014 Project in the Final EIR/EIS and F-B LGA in the Draft Supplemental EIR/EIS found that the implementation of the Project warranted noise barriers to reduce noise impacts to First Free Will Baptist Church and the Bethel Christian School to a less-than-significant noise level. Neither alignment directly affects the church and school and therefore would not result in property acquisition and relocation.

Submission I020 (Lynn Bennett, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #333 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Website
First Name : Lynn
Last Name : Bennett
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93301
Telephone : 661 328-0776
Email : lynn2@bak.rr.com
Email Subscription :
Cell Phone :
Add to Mailing List : No
Stakeholder Comments/Issues :

I020-1

I am a born and raised Bakersfield, CA resident, homeowner of 43 years and I'm appalled at the selection of "F&M" Street as the HSR station. The traffic congestion in this part of Bakersfield is a MESS already! The widening of 24th Street, homes destroyed, traffic congestion and at times, the inability currently to even access 24th street going west from streets north of 24th street.

Please place the HSR station south, on Truxtun Avenue area near the existing Amtrak station.

EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I020 (Lynn Bennett, January 16, 2018)

I020-1

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission I021 (GYSGT Wally Beville II, December 20, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #223 DETAIL

Status : Action Pending
Record Date : 12/20/2017
Response Requested : Yes
Affiliation Type : Individual
Interest As : Individual
Submission Date : 12/20/2017
Submission Method : Website
First Name : GYSGT Wally
Last Name : Beville II
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93308
Telephone : 661-706-0496
Email : Mr_wally_beville@yahoo.com
Email Subscription : Bakersfield to Palmdale
, Board of Directors, Construction Updates General
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues :

I021-1

I would like to see the current expenditure reports for any and all monies used by this project from conception to today's date.
In addition I would like to see the breakdown for each business / company and or individuals receiving any form of payment.
Also I want to see a list of individuals , complete disclosure as to their connections to any and all local, state, and or federal government even if it's only by marriage to ensure open and fair contract awards and no conflicts of interest.
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I021 (GYSGT Wally Beville II, December 20, 2017)

I021-1

The commenter is requesting financial and personal and professional connections for all participants in the development of high-speed rail. This comment is not on the content or adequacy of the environmental document but rather is a request for financial information related to the procurement process for the HSR. This comment is noted and the commenter's request has been shared with the appropriate Authority staff.

Submission I022 (Greg Blankenship, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #422 DETAIL	
Status :	Action Pending
Record Date :	1/19/2018
Response Requested :	No
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Program Info Line
First Name :	Greg
Last Name :	Blankenship
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	
Telephone :	
Email :	
Email Subscription :	
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	
I022-1	Hi, this is Greg Blankenship 661-281-9517 I just want to leave a comment that I would like the train station to be located in Bakersfield on Truxtun, not at the F Street site. That downtown where all the other things are, thank you, bye.
	EIR/EIS Comment : Yes
	Official Comment Period : Yes

Response to Submission I022 (Greg Blankenship, January 16, 2018)

I022-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I023 (Kristie Blaylock, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #316 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Kristie
Last Name : Blaylock
Professional Title :
Business/Organization :
Address : 430 Laurel Dr.
Apt./Suite No. :
City : Bodfish
State : CA
Zip Code : 93205
Telephone :
Email : kblaylock39@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I023-1 | I believe the best location for the HSR station in Bakersfield would be on Truxtun Ave.

Thank you,

Kristie Blaylock
430 Laurel Dr.
Bodfish, CA. 93205

EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I023 (Kristie Blaylock, January 16, 2018)

I023-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I024 (Joe Bradford, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #415 DETAIL	
Status :	Unread
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Website
First Name :	Joe
Last Name :	Bradford
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93309
Telephone :	661-330-1194
Email :	joe@casamoore.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	

I024-1 | I am totally against high speed rail in California and am against putting a station on F Street in Bakersfield. We cannot afford this boondoggle project.
EIR/EIS Comment :
Official Comment Period :

Response to Submission I024 (Joe Bradford, January 16, 2018)

I024-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I025 (Ron Bull, January 4, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #236 DETAIL	
Status :	Action Pending
Record Date :	1/4/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/4/2018
Submission Method :	Website
First Name :	Ron
Last Name :	Bull
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93306
Telephone :	661-378-3929
Email :	blader0nner@aol.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	
I025-1	<p>the path of the high speed rail needs to be truxton not f st .</p> <p>f st will be a bad traffic problem for people trying to get downtown for all the events Bakersfield will offer</p> <p>it is to far from central bakersfield</p> <p>EIR/EIS Comment : Yes</p> <p>Official Comment Period : Yes</p>

Response to Submission I025 (Ron Bull, January 4, 2018)

I025-1

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission I026 (Garrett Busch, December 20, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #210 DETAIL

Status : Action Pending
Record Date : 12/20/2017
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 12/20/2017
Submission Method : Project Email
First Name : Garrett
Last Name : Busch
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : Garrett.Busch@wonderful.com
Email Subscription :
Cell Phone : (661) 229-8254
Add to Mailing List :
Stakeholder Comments/Issues :

Greetings,

I026-1 | I'm emailing to express my concerns with the proposed F-st/204 location for the HSR in Bakersfield. I feel that if
 the station is placed at that location, as opposed to the Truxton Amtrak spot, it will not allow the city of
 Bakersfield to fully reap the benefits that the HSR could provide. The Truxton location would help the downtown
 significantly, and would cost less than the F-st location as it wouldn't require roads to be re-directed. Lastly,
 I026-2 | failing to choose the Truxton location would lead to a significant amount of unrealized job growth if the HSR
 then does not choose the area south of Shafter to place the heavy maintenance facility. Overall, the benefits to
 Bakersfield by choosing the Truxton location are too great to ignore by choosing the F-st location instead.

Thanks,

Garrett Busch
 Strategy Consultant
 Mobile: (661) 229-8254
 garrett.busch@wonderful.com<mailto:garrett.busch@wonderful.com>
 [Image result for the wonderful company]

EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I026 (Garrett Busch, December 20, 2017)

I026-1

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

I026-2

The HMF decision will be made separately from the identification of the preferred alignment and station alternatives in the Draft Supplemental EIR/EIS. A decision on the HMF site will be made sometime after environmental review is complete for both the Fresno to Bakersfield section and the Wye area near Chowchilla (the Wye area is being evaluated on a supplemental basis via a Subsequent EIR/Supplemental EIS to the certified 2012 Merced to Fresno Section EIR/EIS). To support this future decision, additional comparative study, design, and review may be necessary. Subsequent review and study may include further design.

Submission I027 (Kevin Bush, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #348 DETAIL

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Kevin
Last Name :	Bush
Professional Title :	Real Estate Consultant
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	661-204-5994
Email :	2045994@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I am writing to provide formal comments in response to the Fresno to Bakersfield Locally Generated Alignment draft EIR/EIS.

I027-1

I fully support the May 2014 Project (Hybrid Alignment) with a station at Truxtun Avenue and oppose the Locally Generated Alignment at F. Street.

Thank you

Kevin Bush
Real Estate Consultant

(661) 204-5994
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I027 (Kevin Bush, January 16, 2018)

I027-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I028 (Aaron Casida, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #311 DETAIL

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Website
First Name :	Aaron
Last Name :	Casida
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93308
Telephone :	
Email :	Aaron.casida@bakerhughes.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	

I028-1 | I would like to see the station on Truxtun Avenue.

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I028 (Aaron Casida, January 16, 2018)

I028-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I029 (James Clark, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #410 DETAIL

Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	James
Last Name :	Clark
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	jbc315@icloud.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I029-1 | Rail station needs to be on Truxton!

Sent from my iPhone
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I029 (James Clark, January 16, 2018)

I029-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I001 (Adam Cohen, December 12, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #179 DETAIL

Status : Action Pending
Record Date : 12/15/2017
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 12/12/2017
Submission Method : Project Email
First Name : Adam
Last Name : Cohen
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : adam.p.cohen83@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

Hi Lisa Marie,

Thank you for your message. Please note, like others, I did submit my comments (including the email below) to the email address listed for public comments on the link you sent.

I001-1 | Unfortunately, we haven't received confirmation of receipt. Would it be possible for someone to confirm receipt of comments submitted to the email address listed on the website? We want to make sure that email address is actively being checked and receiving public comments being submitted.

Thank you,

Adam Cohen

661-912-2986

Sent from my Windows 10 phone

From: Alley, Lisa@HSR <mailto:Lisa.Alley@hsr.ca.gov>
 Sent: Tuesday, December 12, 2017 2:49 PM
 To: Adam Cohen <mailto:adam.p.cohen83@gmail.com> ; HSR
 fresno_bakersfield@HSR <mailto:fresno_bakersfield@hsr.ca.gov>
 Cc: Holly King <mailto:holly@triplecrown.bz> ; Beatris Espericueta
 Sanders <mailto:bsanders@kerncfb.com> ; Troy Hightower
 <mailto:thightower@tdhintl.net> ; Michael Turnipseed
 <mailto:michael@kern taxpayers.org> ; Paul Paris
 <mailto:paparis@ci.wasco.ca.us> ; Scott Hurlbert
 <mailto:shurlbert@shafter.com> ; Patricia Poire
 <mailto:ppoire@grimmway.com> ; MelissaP@paramountfarming.com
 <mailto:MelissaP@paramountfarming.com> ; jguinn@roll.com
 <mailto:jguinn@roll.com> ; Melissa.Poole@wonderful.com
 <mailto:Melissa.Poole@wonderful.com> ; Richard, Dan@HSR
 <mailto:Dan.Richard@hsr.ca.gov> ; HSR boardmembers@HSR
 <mailto:boardmembers@hsr.ca.gov>
 Subject: RE: IMPORTANT - EIR Correction Requested Pertaining to
 Farmland

Adam,

Thanks for your email.

Please submit any comments that you have on the Draft Supplemental
 Environmental Impact Report/Environmental Impact Statement (Draft
 Supplemental EIR/EIS) via any of these channels: Submitting a Public
 Comment -
http://www.hsr.ca.gov/Programs/Environmental_Planning/comment_fresno_bakersfield.html

Submission I001 (Adam Cohen, December 12, 2017) - Continued

Verbal and written comments received during the public comment period will be reviewed and will be addressed in the Final Supplemental EIR/EIS document.

Lisa Marie

Lisa Marie Alley

Chief of Communications

California High-Speed Rail

770 L Street, Suite 620

Sacramento, CA 95814

w: (916) 384-9026

c: (916) 212-8108

lisa.alley@hsr.ca.gov <<mailto:lisa.alley@hsr.ca.gov>>

www.hsr.ca.gov <<http://www.hsr.ca.gov>>

<<https://www.facebook.com/CaliforniaHighSpeedRail>>

<<https://twitter.com/cahsra>> <<http://www.youtube.com/CAHighSpeedRail>>

<<http://instagram.com/cahsra>>

<<http://saveourwater.com/>>

From: Adam Cohen [<mailto:adam.p.cohen83@gmail.com>]

Sent: Sunday, December 03, 2017 10:33 AM

To: HSR fresno_bakersfield@HSR; Alley, Lisa@HSR

Cc: Holly King; Beatris Espericueta Sanders; Troy Hightower; Michael

Turnipseed; Paul Paris; Scott Hurlbert; Patricia Poire;

MelissaP@paramountfarming.com; jguinn@roll.com;

Melissa.Poole@wonderful.com; Richard, Dan@HSR; HSR boardmembers@HSR

Subject: IMPORTANT - EIR Correction Requested Pertaining to Farmland

Dear Lisa-Marie and Team Fresno-to-Bakersfield,

I001-2

This email is to follow-up to our phone conversation on Thursday November 9th, 2017 at approximately 4PM. The purpose of this email is to identify a clear and plain error regarding how the farmland in the May 2014 Project is incorrectly reported in the F-B LGA draft EIR.

As such, I am requesting immediate review and issue a corrective statement on this matter. The F-B LGA EIR states "Agricultural lands adjacent to the May 2014 Project are located mostly in unincorporated Kern County between Shafter to the north and Bakersfield to the south. Approximately 50 percent, or 485 acres, in the permanent project footprint of the direct impact study area and approximately 36 acres in the indirect study area are classified as Important Farmland" - or words to that effect.

However, a close review of Final Fresno to Bakersfield EIR (May 2014 Project) reveals that the above statement is clearly erroneous. The May 2014 Project states "Table 3.14-5 shows the potential permanent conversion of Important Farmlands with the combination of the project footprint and noneconomic remnants (by category) for the HST. Table 3.14-6 lists the total acres of protected farmlands (Williamson Act and Farmland Security Zone) affected by project alignment alternatives, including remnant parcels that would likely not be suitable for farming after the project is completed." - or words to that effect. These tables in the adopted May 2014 EIR states that the Bakersfield Hybrid Alternative permanently effects 0 acres of prime farmland, farmland of state importance, unique farmland, and farmland of local importance. Please refer to Table 3.14-5 and 3.14-6 at: http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBake

Submission I001 (Adam Cohen, December 12, 2017) - Continued

I001-2

r_Vol_I_CH3_14_Agricultural_Lands.pdf

I've also included a screenshot of these tables below.

EIR/EIS Comment :
Official Comment Period :

The farmland numbers for the Hybrid Alignment cited in the F-B LGA draft EIR are in error and mistakenly report the Shafter Heavy Maintenance Facility, not the Hybrid Alignment. Please refer Table 3.14-7 in the Final Fresno to Bakersfield EIR. A screenshot has been provided.

As such, please correct the following statement "Agricultural lands adjacent to the May 2014 Project are located mostly in unincorporated Kern County between Shafter to the north and Bakersfield to the south. Approximately 50 percent, or 485 acres, in the permanent project footprint of the direct impact study area" to say "Agricultural lands adjacent to the May 2014 Project are located mostly in unincorporated Kern County between Shafter to the north and Bakersfield to the south. Approximately 0 percent, or 0 acres, in the permanent project footprint of the direct impact study area." Please also correct the comparative analysis, including but not limited to Section S.6.13 and Table S-2 in the Volume I Summary comparing the farmland impacts of both alignments.

Please also note, that I had identified this error at the May 2017 CHSRA Board Meeting in Bakersfield, CA and had requested that staff correct this then as well. My May 2017 comments can be viewed at: <https://www.youtube.com/watch?v=eGNvRMR-8M>

I do intend on submitting more detailed comments identifying similar errors in the draft F-B LGA EIR. In the interim, however, I would like confirmation of this email, a response, and a correction. Thank you for your time and consideration on this matter.

Very respectfully,

Adam Cohen
661-912-2986

?

Response to Submission I001 (Adam Cohen, December 12, 2017)

I001-1

Following inquiry by the commenter, comments submitted to the project email address received automated responses stating: "Thank you for taking the time to contact the California High-Speed Rail Authority. Your views and comments are important to our team. We receive a large amount of letters, phone calls and emails, and because this email is not monitored 24 hours a day and generally not on the weekends, we may not be able to respond to you right away. However, our team works very hard to ensure that all comments/questions are read and responded to, when appropriate.

If you have any questions about working at the Authority, please visit our High-Speed Rail Careers page here: <http://hsr.ca.gov/About/Careers/index.html>.

Thank you again for your interest in the California High-Speed Rail Program.

California High-Speed Rail Authority"

I001-2

Refer to Standard Response FB-LGA-Response-AG-01: Updated Agricultural Lands Methodology, FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

Chapter 2 of the Draft Supplemental EIR/EIS states that the F-B LGA is a new alternative that was not evaluated in the Fresno to Bakersfield Section Final EIR/EIS. Section 1.1.3 of the Draft Supplemental EIR/EIS states that, for the purpose of understanding the potential impacts of the F-B LGA, the Draft Supplemental EIR/EIS compares the F-B LGA to the complementary portion of the Preferred Alternative (May 2014 Project) identified in the Fresno to Bakersfield Section Final EIR/EIS. The complementary portion of the Preferred Alternative consists of the BNSF Alternative from Poplar Avenue to Hageman Road and the Bakersfield Hybrid Alternative from Hageman Road to Oswell Street.

Table 3.14-5 on page 3.14-34 of the Fresno to Bakersfield Section Final EIR/EIS shows the potential permanent conversion of Important Farmlands as a combination of the project footprint and non-economic remnants by alternative alignment. The totals for the Bakersfield Hybrid Alternative and BNSF Alternative in Table 3.14-5 cannot be

I001-2

compared to the total direct impact of Important Farmland for the May 2014 Project and F-B LGA considered in the Draft Supplemental EIR/EIS due to the difference in methodologies, as described above. Furthermore, and as stated above, the May 2014 Project consists of the BNSF Alternative from Poplar Avenue to Hageman Road and the Bakersfield Hybrid Alternative from Hageman Road to Oswell Street. The Bakersfield Hybrid Alternative acreage represented in Table 3.14-5 only includes the southern portion of the May 2014 Project alignment from Hageman Road to Oswell Street, which passes through an urban area in Bakersfield. The northern portion of the May 2014 Project, which includes the BNSF Alternative from Poplar Avenue to Hageman Road, is predominantly an agricultural area. Therefore, revisions to the May 2014 Project direct impact study area totals are not needed. Refer to Figure 3.14-1 from the Draft Supplemental EIR/EIS, indicating the extent of both the May 2014 Project and F-B LGA alignments, including areas of predominantly agricultural land that both alignments traverse.

Submission I002 (Adam Cohen, December 3, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #180 DETAIL

Status : Action Pending
Record Date : 12/15/2017
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 12/3/2017
Submission Method : Project Email
First Name : Adam
Last Name : Cohen
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : adam.p.cohen83@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

Dear Lisa-Marie and Team Fresno-to-Bakersfield,

I002-1 This email is to follow-up to our phone conversation on Thursday November 9th, 2017 at approximately 4PM. The purpose of this email is to identify a clear and plain error regarding how the farmland in the May 2014 Project is incorrectly reported in the F-B LGA draft EIR.

As such, I am requesting immediate review and issue a corrective statement on this matter. The F-B LGA EIR states "Agricultural lands adjacent to the May 2014 Project are located mostly in unincorporated Kern County between Shafter to the north and Bakersfield to the south. Approximately 50 percent, or 485 acres, in the permanent project footprint of the direct impact study area and approximately 36 acres in the indirect study area are classified as Important Farmland" - or words to that effect.

However, a close review of Final Fresno to Bakersfield EIR (May 2014 Project) reveals that the above statement is clearly erroneous. The May 2014 Project states "Table 3.14-5 shows the potential permanent conversion of Important Farmlands with the combination of the project footprint and noneconomic remnants (by category) for the HST. Table 3.14-6 lists the total acres of protected farmlands (Williamson Act and Farmland Security Zone) affected by project alignment alternatives,

I002-1 including remnant parcels that would likely not be suitable for farming after the project is completed." - or words to that effect. These tables in the adopted May 2014 EIR states that the Bakersfield Hybrid Alternative permanently effects 0 acres of prime farmland, farmland of state importance, unique farmland, and farmland of local importance. Please refer to Table 3.14-5 and 3.14-6 at:
http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBake_r_Vol_I_CH3_14_Agricultural_Lands.pdf

I've also included a screenshot of these tables below.

The farmland numbers for the Hybrid Alignment cited in the F-B LGA draft EIR are in error and mistakenly report the Shafter Heavy Maintenance Facility, not the Hybrid Alignment. Please refer Table 3.14-7 in the Final Fresno to Bakersfield EIR. A screenshot has been provided.

As such, please correct the following statement "Agricultural lands adjacent to the May 2014 Project are located mostly in unincorporated Kern County between Shafter to the north and Bakersfield to the south. Approximately 50 percent, or 485 acres, in the permanent project footprint of the direct impact study area" to say "Agricultural lands adjacent to the May 2014 Project are located mostly in unincorporated Kern County between Shafter to the north and Bakersfield to the south. Approximately 0 percent, or 0 acres, in the permanent project footprint of the direct impact study area." Please also correct the comparative analysis, including but not limited to Section S.6.13 and Table S-2 in the Volume I Summary comparing the farmland impacts of both alignments.

Please also note, that I had identified this error at the May 2017 CHSRA Board Meeting in Bakersfield, CA and had requested that staff correct this then as well. My May 2017 comments can be viewed at:
<https://www.youtube.com/watch?v=eGNvRMR-8M>

I do intend on submitting more detailed comments identifying similar errors in the draft F-B LGA EIR. In the interim, however, I would like confirmation of this email, a response, and a correction. Thank you for your time and consideration on this matter.

Very respectfully,

Submission I002 (Adam Cohen, December 3, 2017) - Continued

Adam Cohen
661-912-2986

<<https://mailfoogae.appspot.com/?sender=aYWRhbS5wLmNvaGVuODNAZ21haWwuY29t&type=zerocontent&guid=9286ad21-4b61-4478-838b-3d573cc3bd18>> ?

EIR/EIS Comment :

Official Comment Period :

Response to Submission I002 (Adam Cohen, December 3, 2017)

I002-1

Refer to Standard Response FB-LGA-Response-AG-01: Updated Agricultural Lands Methodology, FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

Chapter 2 of the Draft Supplemental EIR/EIS states that the F-B LGA is a new alternative that was not evaluated in the Fresno to Bakersfield Section Final EIR/EIS. Section 1.1.3 of the Draft Supplemental EIR/EIS states that, for the purpose of understanding the potential impacts of the F-B LGA, the Draft Supplemental EIR/EIS compares the F-B LGA to the complementary portion of the Preferred Alternative (May 2014 Project) identified in the Fresno to Bakersfield Section Final EIR/EIS. The complementary portion of the Preferred Alternative consists of the BNSF Alternative from Poplar Avenue to Hageman Road and the Bakersfield Hybrid Alternative from Hageman Road to Oswell Street.

Table 3.14-5 on page 3.14-34 of the Fresno to Bakersfield Section Final EIR/EIS shows the potential permanent conversion of Important Farmlands as a combination of the project footprint and non-economic remnants by alternative alignment. The totals for the Bakersfield Hybrid Alternative and BNSF Alternative in Table 3.14-5 cannot be compared to the total direct impact of Important Farmland for the May 2014 Project and F-B LGA considered in the Draft Supplemental EIR/EIS due to the difference in methodologies, as described above. Furthermore, and as stated above, the May 2014 Project consists of the BNSF Alternative from Poplar Avenue to Hageman Road and the Bakersfield Hybrid Alternative from Hageman Road to Oswell Street. The Bakersfield Hybrid Alternative acreage represented in Table 3.14-5 only includes the southern portion of the May 2014 Project alignment from Hageman Road to Oswell Street, which passes through an urban area in Bakersfield. The northern portion of the May 2014 Project, which includes the BNSF Alternative from Poplar Avenue to Hageman Road, is predominantly an agricultural area. Therefore, revisions to the May 2014 Project direct impact study area totals are not needed. Refer to Draft Supplemental EIR/EIS, indicating the extent of both the May 2014 Project and F-B LGA alignments, including areas of predominantly agricultural land that both alignments traverse.

Submission I003 (Adam Cohen, December 19, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #196 DETAIL	
Status :	Action Pending
Record Date :	12/19/2017
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	12/19/2017
Submission Method :	Website
First Name :	Adam
Last Name :	Cohen
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	93390
Telephone :	
Email :	adam.p.cohen83@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	
I003-1	Please separate/disaggregate impacts from the Shafter Heavy Maintenance Facility from the Hybrid alignment in the draft F-B LGA EIR. For example, the draft EIR/EIS includes farmland for the Shafter HMF facility in its calculations for comparing farmland impacts to F-B LGA. Given that the HMF is an optional facility to be decided later, these impacts should be broken out separately. HMF impacts in the May 2014 Project EIR are separated from the alignment impacts. If a Maintenance of Infrastructure Facility is being considered, please compare similar MOIF sized facilities between May 2014 Project and F-B LGA.
I003-2	
	EIR/EIS Comment : Yes
	Official Comment Period : Yes

Response to Submission I003 (Adam Cohen, December 19, 2017)

I003-1

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

I003-2

The Draft Supplemental EIR/EIS evaluates a Maintenance of Infrastructure Facility (MOIF) for both the May 2014 Project and the F-B LGA, as described in Chapter 2 of the Draft Supplemental EIR/EIS. For both alternatives, the MOIF would be sized and outfitted to support the maintenance of infrastructure requirements for 75 miles of HSR system track in either direction. The footprint for the May 2014 Project MOIF is 38 acres, as shown on Drawing Number CB1466 of the Volume III Alignment Plans (Section B Alignment Plans, Part 2 of 2 [File 3 of 5]) for the Fresno to Bakersfield Section Final EIR/EIS, available on the Authority's website. The MOIF for the F-B LGA is 50.95 acres. The figures included in the Draft Supplemental EIR/EIS suggest that the May 2014 Project MOIF is larger; however, the May 2014 Project MOIF appears larger due to the realignment of Santa Fe Way, as shown on Drawing Number CR1905 in the Volume III Roadway and Grade Separation Plans (Section D, Part 2 of 2 [File 4 of 6]). Thus, as depicted in the figures included in the Draft Supplemental EIR/EIS, the environmental footprint in the vicinity of the May 2014 Project includes the MOIF, realigned road around the perimeter of the MOIF, and the property between them. Therefore, the Draft Supplemental EIR/EIS analyses included similarly sized MOIF facilities for the May 2014 Project and F-B LGA.

Submission I004 (Adam Cohen, December 19, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #197 DETAIL

Status : Action Pending
Record Date : 12/19/2017
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 12/19/2017
Submission Method : Website
First Name : Adam
Last Name : Cohen
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : 93390
Telephone :
Email : adam.p.cohen83@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List : No
Stakeholder Comments/Issues :

I004-1 | Please reference and incorporate the findings of this MPO report into the draft EIR/EIS.

http://www.kerncog.org/wp-content/uploads/2010/04/HSR_Terminal_200307.pdf

EIR/EIS Comment : Yes

Official Comment Period : Yes

Response to Submission I004 (Adam Cohen, December 19, 2017)

I004-1

The commenter requests that the Supplemental EIR/EIS reference a 2003 report prepared for KernCOG which analyzes three station locations for the high-speed rail in Bakersfield: an Airport Station located near Meadows Field Airport, a “Golden State Station” located along Golden State Avenue (the F Street Station), and a Truxtun Station. The report concludes that, while impacts of the F Street Station and the Truxtun Station are largely comparable (see Table 6-1 of the document), the Truxtun Station was “the most attractive site for the Bakersfield Region” at that time. The report also provides a list of unknowns, including UPRR and BNSF cooperation and the difficulties of displacements and acquisitions for each station location. The KernCOG Metropolitan Bakersfield High Speed Rail Terminal Impact Analysis (2003) is incorporated into the document by this reference in this response to comment and has been incorporated into the Administrative Record for the Final Supplemental EIR.

The findings of this report were, at the time of the circulation of the Draft Supplemental EIR/EIS toward which the commenter’s request is directed, fifteen years old. All three stations identified in the KernCOG report were analyzed by the Statewide Final EIR/EIS (2005). Though the Statewide EIR/EIS does not cite the KernCOG report, it came to similar conclusions, as it identified the Truxtun station location as the preferred Bakersfield station, adding that, at the time (2005), the City of Bakersfield (City), Kern County, Kern County COG, and the Kern County Transportation Foundation preferred this station option for HSR service in Kern County. This preferred station location was then carried forward in the Fresno to Bakersfield Section EIR/EIS (2014).

By June 2014, the City no longer preferred the Truxtun station location. At that time, the City filed a lawsuit challenging the certified Fresno to Bakersfield Section Final EIR/EIS pursuant to CEQA. The Authority and the City announced in December 2014 that they had settled the lawsuit and agreed to identify an initial conceptual alignment through Bakersfield with a station located at the intersection of F Street and Golden State Avenue (SR 204) that would address the City’s concerns and meet the Authority’s design requirements, for the Authority to study in later environmental review. The “locally generated alternative” (LGA) described and analyzed in the Draft Supplemental EIR/EIS evolved from this mutual cooperation and subsequent public input.

In the Draft Supplemental EIR/EIS, the Authority and FRA describe the environmental

I004-1

setting of the LGA, evaluate the potential significance of environmental impacts, and compare the LGA (referenced as the “F-B LGA” in the Draft Supplemental EIR/EIS and this Final Supplemental EIR), including station location and alignment, with the geographically comparable segment of the alignment and station location identified in the Fresno to Bakersfield Section Final EIR/EIS (referenced as the “May 2014 Project” in the Draft Supplemental EIR/EIS and this Final Supplemental EIR) and approved by the FRA in 2014. Impacts of both Truxtun and F Street stations and their respective rail alignments are thus comparatively analyzed and taken into account within the larger impact analysis of the Draft Supplemental EIR/EIS and Final Supplemental EIR.

Submission I005 (Adam Cohen, January 16, 2018)

Subject: FW: Comments from American Institute of Architects & Matt Fesko
Attachments: AIA Letter.JPG; Fesko.JPG

From: Adam Cohen <adam.p.cohen83@gmail.com>
Sent: Friday, January 12, 2018 12:03:54 PM
To: Perez-Arrieta, Stephanie (FRA)
Cc: lisa.nungesser@hsr.ca.gov
Subject: Comments from American Institute of Architects & Matt Fesko

Hi Stephanie,

I would like to take the time to send you two comments for inclusion in the F-B LGA draft EIR/EIS. One is from the Golden Empire Chapter of the American Institute of Architects and the other is from Matt Fesko.

Local chapter of American Institute of Architects (AIA) issued the following policy statement (pertinent part is in the middle two paragraphs of the letter). This policy statement opposes the City of Bakersfield's development plans and encourages development closer to the core. This is relevant for inclusion in the F-B LGA EIR because the EIR states that F Street is more suitable for development because of the recommendations from the City of Bakersfield in the Station Area planning document.

I am also sending a comment from Matt Fesko for inclusion as well. He posted this on the Nextdoor Forum.

Warmest regards,

Adam



American Institute of Architects Golden Empire

Making Downtown Bakersfield HSR SAP Stakeholders Committee

March 30, 2017

To the Stakeholder's Committee & General Public;

The Golden Empire Chapter of the American Institute of Architects (AIA) wishes to express appreciation for being included in the conversation as Stakeholders for Making Downtown Bakersfield. Regardless of how long High Speed Rail takes to develop, or whether it comes to fruition, we believe it is important to plan wisely for Downtown Bakersfield either way.

Many of the items in the 0-10 year strategy would be helpful toward the growth of downtown and ensuring its viability into the future. Formation and expansion of a Downtown Business Improvement District, establishing Downtown Design Guidelines and ordinances that encourage development, both in infill and in proven developing districts like Mill Creek, will be critical to the success of this effort. In the 10-20 and 20-30 year strategies the steps to encourage development, especially mixed-use development, and establish funding mechanisms will be necessary to continue growth, as will expanding infrastructure for this development. We believe that studies such as this can aid us in planning for those infrastructure needs.

As with every group endeavor there are some concerns. The emphasis on the Golden State & "F" Street site and the development proposed around it could serve to draw away from the traditional core of downtown rather than compliment it. We realize that this site may be easier for the HSR authority but, in turn, may throw greater expense on the City in developing connecting transportation corridors along Chester Avenue and "F" Street. We do recommend that a similar effort made looking at the Truxtun Avenue/Amtrak location originally proposed so the stakeholders and public can make a true comparison.

The earlier massing concept shows 25 story towers and numerous 10 stories adjacent to the "F" Street Station Site. These may need to be reduced in height, and future taller towers directed back toward the downtown core in order to integrate with the existing downtown.

In many ways Bakersfield is not like other cities. We are very independent and not inclined to be squeezed into molds for other cities. This is a big vision for big projects, but we need to keep a place for the modest endeavors by architects, developers, and end users alike.

All in all this was a good effort by the stakeholders. Gunnar Hand & SOM, and the City staff who assisted them, are to be commended for trying to make some sense of our many viewpoints. This is not set in stone, but it is a start. Many decisions lie ahead if we are to chip out a well sculpted future for our city.

Respectfully,

Timothy R. Stormont, AIA
Mandy Freeland, AIA
Rob Trost, AIA
John Cohrs, AIA

American Institute of Architects Golden Empire
1201 24th Street, Suite B110-164, Bakersfield, CA 93301
www.aiaage.org - info@aiaage.org

Submission I005 (Adam Cohen, January 16, 2018) - Continued



Matt Fesko, Riviera/Westchester

**Showcase Bluegrass Event Highlights Need for HSR Downtown**

See link and language below from this weekends 48 Hour Bluegrass Jam. I literally saw people walking from Amtrak to the Marriot last night with their instruments in tow. Go enjoy some bluegrass this weekend and support Walkable HSR Downtown!

<https://www.cbaweb.org/events/great48>

"Once again, our event will be hosted at the Marriott Convention Center, 801 Truxtun Avenue, Bakersfield California, 93301. Fortunately, the Marriott is within walking distance of the Amtrak and adjacent to numerous eateries in newly renovated downtown Bakersfield. According to last year's surveys, several folks attending the 2017 jam took advantage of Amtrak services, which made travel to Bakersfield a positive experience"

The Great 48 Jam

CBAWEB.ORG

New 35m ago · 6 neighborhoods in General



Thanked!



Reply ▾

2 Thanks · 1 Reply



Adam Cohen · Just now



Thank you Matt! I hope you will submit your comments to the HSR Authority. Comments can be sent to fresno_bakersfield@hsr.ca.gov and stephanie.perez@dot.gov Comments are due by... [See more](#)

Response to Submission I005 (Adam Cohen, January 16, 2018)

I005-1

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station.

The commenter refers to a policy statement issued by the American Institute of Architects Golden Empire, which is addressed to the Making Downtown Bakersfield High-Speed Rail Station Area Vision Plan Stakeholders Committee. The commenter states that the “middle two paragraphs of the letter” contain the information relevant to his comment.

The third paragraph of the letter expresses concerns that the F Street Station and proposed surrounding development could draw away from rather than complement the existing core of downtown Bakersfield, as well as a concern about costs involved in developing connectivity at that station. The letter recommends that a similar effort be made looking at the Truxtun Avenue Station.

As discussed in Section 3.13 Station Planning, Land Use, and Development of the Draft Supplemental EIR/EIS, the land within the F Street Station site study area is currently developed with a mix of low-density commercial, residential, and industrial uses and vacant parcels. The Truxtun Avenue station location, conversely, is centrally located near the Rabobank Arena, Theater, and Convention Center, Marriott Hotel, and Amtrak station.

While the Truxtun Avenue station location would provide an immediate direct connection to the Amtrak Station and existing downtown amenities, public benefits derived from future transit-oriented development would be concentrated in a relatively small geographic area that is already developed, with little benefit to the rest of the city. The F Street Station site, however, offers opportunities for a comprehensive planning effort to revitalize the greater downtown area through the conversion of auto-oriented corridors to complete streets that prioritize the pedestrian, greater transit and multi-modal connectivity throughout downtown, and the revitalization of underutilized land.

The City of Bakersfield Making Downtown Bakersfield Vision Plan (May 2018; Vision Plan) describes a phased effort to link the F Street Station and the Amtrak Station through the development of transit, bicycle, and pedestrian improvements to enable

I005-1

passengers to transfer from the HSR train to local commuter transit. These improvements include bus rapid transit (BRT) on Chester and California Avenues, a downtown shuttle, and mobility hubs at the Amtrak Station, HSR station, and the Golden Empire Transit Center. While these services are central to connecting the HSR station and downtown, they provide the added benefit of offering a new alternative form of transportation for non-HSR riders throughout downtown. The Vision Plan also proposes public realm improvements along three corridors to form a pedestrian friendly loop around the downtown area, connecting residential, commercial, and parks, and open space areas and activating the F Street station area.

As discussed in Appendix 8-A of the Draft Supplemental EIR/EIS, because the F Street Station area contains more vacant land compared to the Truxtun Avenue Station, the F Street Station presents more opportunities for infill development, revitalization of existing large buildings, new job creation, and transit-oriented housing. The second phase of implementation detailed in the Vision Plan lays out a framework for redeveloping the area around the F Street station. Garces Circle would be transformed from an automobile-oriented roundabout into a high-density, mixed-use retail, residential and office district. This new district will be supported by rehabilitating adjacent mixed-use and single-family neighborhoods.

In addition to increased opportunities for revitalization, the F Street Station site would involve the loss of fewer homes compared to the Truxtun Avenue Station. The Truxtun Avenue Station would result in the conversion of 53 acres of existing single-family residential land uses and 4 acres of existing multi-family residential uses. The F Street Station would result in the conversion of 1 acre of existing single-family residential and 2 acres of existing multi-family residential land uses.

A thorough consideration was given to the Truxtun Avenue Station in the Final EIR/EIS. Whether the City of Bakersfield develops a Station Area Plan for the Truxtun Avenue Station is outwith the purview of the Supplemental EIR/EIS.

The fourth paragraphs of the letter states that the conceptual drawings presented by the City of Bakersfield as part of their Vision Plan shows 25-story towers and other 10-story buildings next to the F Street Station, and argues that these may need to be reduced in

Response to Submission I005 (Adam Cohen, January 16, 2018) - Continued

I005-1

height.

The City of Bakersfield renderings show conceptualized high-density development near the F-B LGA alignment and UPRR. The rendering is conceptual and does not accurately portray the exact location, size, and design of any planned future development in the area. Future or planned development would be required to undergo environmental clearance, at which time, it would be determined if such uses are compatible to HSR and UPRR operations. The Authority and FRA would work with the City of Bakersfield to ensure adjacent development is consistent with HSR safety and security standards. Safety and security standards would include, but would not be limited to, height limits on structures that are adjacent to or near the HSR alignment.

If future development were to occur on parcels near the F-B LGA, the City of Bakersfield would be required to coordinate with the HSR Authority to ensure that uses and building heights are compatible with the HSR. Revisions to the Final Supplemental EIR are not needed based on this comment and response.

The commenter also refers to a post on social media site Nextdoor by Matt Fesko. The post explains that Fesko saw performers at the 48 Hour Bluegrass Jam walking to the Marriott Convention Center, where the Jam took place. The post then encourages readers to attend the event and to support “Walkable HSR Downtown.”

Submission I006 (Adam Cohen, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #296 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Adam
Last Name : Cohen
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone : 661-912-2986
Email : adam.p.cohen83@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

Dear Stephanie, Mark, Lisa, Diana,

Happy New Year. I just wanted to forward you a copy of our letter and more than 600 signatures from community stakeholders that support the May 2014 Project and oppose the Locally Generated Alternative. If LGA is selected, the community would like a station in Old Town Kern and not at F Street and Golden State Avenue. Attached is a copy of our comment letter, supporting signatures, and additional comments from the community for inclusion.

Please confirm receipt at your earliest convenience. Please do not hesitate to reach out if you have any questions or if we can provide the authority with any additional information.

Warmest regards,

Adam Cohen
 661-912-2986 <(661)%20912-2986>
 ?

?
EIR/EIS Comment : Yes
Official Comment Period : Yes
Attachments : 296_Cohen_email_011618_Attachment.pdf (4 mb)

January 13, 2018

Dear Chairman Richard, Members of the Board, and Ms. Perez,

I am writing to provide formal comments in response to the Fresno to Bakersfield Locally Generated Alignment draft EIR/EIS. Chairman Richard and members of the California High-Speed Rail Authority (CHSRA) Board, and the Federal Railroad Administration (FRA), thank you for soliciting public comments and your visible determination to address the critical issue of the Fresno to Bakersfield project section.

I represent over 600 local stakeholders comprised of residents, business owners, community associations, prospective riders, and others who have signed (electronically and handwritten) in opposition of the Bakersfield F Street Station Alignment and in support of the Truxtun Station. Attached to this letter is a copy of those signatures and individual comments that I have been asked to forward to the California High-Speed Rail Authority.

With respect to the draft EIR/EIS, our position can be summarized as follows: if high-speed rail is built in Kern County, we support the May 2014 Project with a station at Truxtun Avenue and oppose the Locally Generated Alignment and the station at F Street and Golden State Avenue. If the Locally Generated Alignment is ultimately selected, we would like the station location at a location other than F Street and Golden State Avenue (preferably in Old Town Kern in the vicinity of Sumner Street between Beale and Baker).

To find a common-sense solution, all the CHSRA and FRA has to do is to look at each of the proposed stations (Please see Figure 1 embedded into this letter). The F Street Station prioritizes private automobile access and discourages active transportation modes to maximum extent possible. The F Street Station is surrounded by 7-story parking garages and is surrounded by a freeway interchange to the South and an approximately 30-foot tall T-Intersection and retaining wall to the North. The F Street lacks an intermodal connection to Amtrak feeder service and leaves virtually no room for in-fill transit oriented development in within the immediate station area.

In sharp contrast, the approved Truxtun Station has pedestrian access points on both sides of the BNSF corridor and is not surrounded by parking for freeway interchanges. The parking at the Truxtun Station is placed as far from the station entrance as possible and nearby surface lots offer opportunities for in-fill transit oriented development as the station area matures. Equally important, the Truxtun Station maintains an intermodal rail connection with the existing San Joaquin Amtrak. Recognized as a high-speed rail best practice, California is actively building and expanding intermodal rail stations in San Francisco, San Jose, Los Angeles, and Anaheim that will serve as critical transfer points and offer feeder rail services for the high-speed rail system. We know from all international best

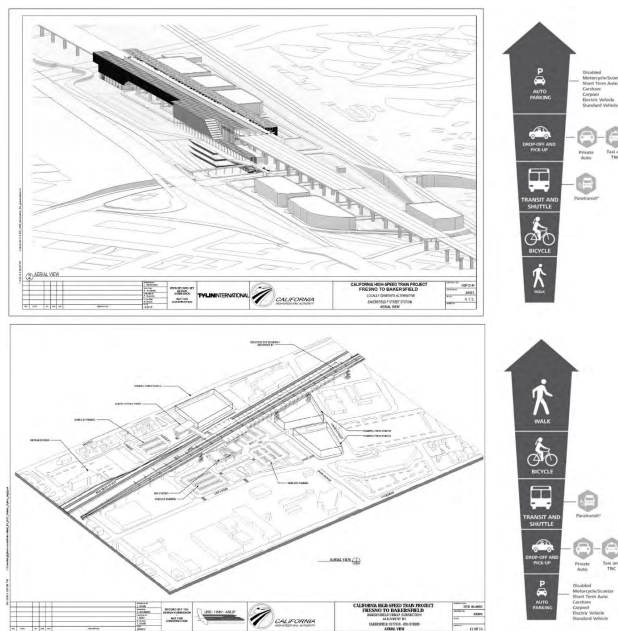
1

Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-3

practices that there is a synergistic network effect when we combine rail systems into a common intermodal station and that the ridership and economic activity generated from these intermodal connections are greater than the sum of their individual parts. This multimodal rail connection linking the Hybrid alignment and high-speed rail station with the Bakersfield Amtrak must be preserved.

Figure 1: F Street Station (Above) and Truxtun Station (Lower) Areas Compared



2

I006-4

The CHSRA's High-Speed Train Station Area Development General Principles and Guidelines states that a preferred high-speed rail station and station area should include the following features:

- Higher density development in relation to the existing pattern of development in the surrounding area, along with minimum requirements for density.
- A mix of land uses (e.g., retail, office, hotels, entertainment, residential) and a mix of housing types to meet the needs of the local community. Different styles of TOD may be appropriate for different HST station areas.
- A grid street pattern and compact pedestrian-oriented design that promotes walking, bicycle, and transit access with streetscapes that include landscaping, small parks, pedestrian spaces, bus shelters, lighting, wayfinding signs, bike lanes, and bike racks. New buildings should incorporate high energy efficiency and building performance standards.
- Context-sensitive building design that considers the continuity of the building sizes and that coordinates the street-level and upper-level architectural detailing, roof forms, and the rhythm of windows and doors should be provided. New buildings should be designed to complement and mutually support public spaces, such as streets, plazas, other open space areas, and public parking structures. The Authority will work cooperatively with each local community to assure the design process accommodates both the operating requirements of the HST system and local conditions and character.
- Limits on the amount of parking for new development and a preference that parking be placed in structures. TOD areas typically have reduced parking requirements for retail, office, and residential uses due to their transit access and walkability. Sufficient train passenger parking would be essential to the system viability, but this should, as appropriate, be offered at market rates (not free) to encourage the use of access by transit and other modes, where available. Shared parking would be planned when the mix of uses would support it.

These guiding principles and best practices are far more descriptive of the Truxtun Station site. These CHSRA guidelines can be accessed at: https://www.hsr.ca.gov/docs/programs/station_communities/HST_Station_Area_Development_General_Principles_and_Guidelines.pdf

I006-5

It is also worth noting that an approved Terminal Impact Analysis Study by the Kern Council of Governments (KernCOG) comparing a Truxtun and Golden State Avenue Stations concluded that the Truxtun Station "is located within walking distance of the downtown area including multiple hotels, the convention center, Rabobank Arena, many government office buildings, a federal courthouse, [the Maya Theater complex], Bakersfield's Ice Center, and McMurtrey Aquatic Center" – or words to that effect. Additionally, The Mill Creek Linear Park, an active transportation facility linking to the Truxtun Station site further enhances its walk-

3

Submission I006 (Adam Cohen, January 16, 2018) - Continued

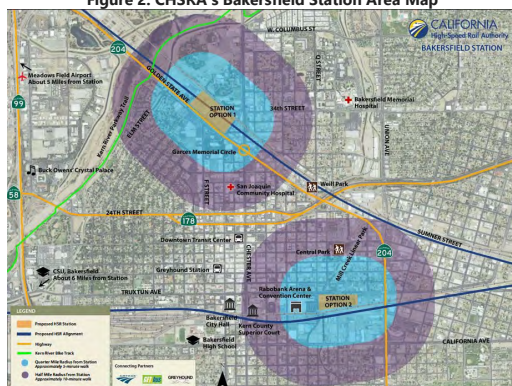
1006-5

and bike -ability. The Truxtun site, with access to the Truxtun and California corridors also provides convenient multimodal access to the Downtown and California Corridor office and financial districts. Together, these two districts account for approximately two thirds of Bakersfield metro's office space. This KernCOG study concludes that *"a Golden State Avenue Station would be perceived as very remote from the downtown core"* and that the *"Truxtun Station site offers the best opportunity for the station to serve as a catalyst for new downtown economic development ... the Truxtun site is recommended as the most attractive site for the Bakersfield Region"* – or words to that effect. This study has been supplied to FRA and can also be viewed at: www.kerncog.org/wp-content/uploads/2010/04/HSR_Terminal_200307.pdf

1006-6

Additionally, our community is concerned about the significant distance and lack of walkability between the F Street Station and downtown destinations. An F Street Station is very far from Bakersfield's downtown core. Please see Figure 2 included with this letter.

Figure 2: CHSRA's Bakersfield Station Area Map



1006-7

Plainly stated, the impacts of vehicular and motorized traffic connecting between a F Street Station, and Amtrak, the Convention Center, and Rabobank Arena have not been (and must be) studied. The F Street Station placement not only results in a distant, less convenient, auto-oriented station location, it is also not walkable to large regional destinations including but not limited to the Bakersfield Convention Center and Rabobank Arena. Traffic between F

1006-7

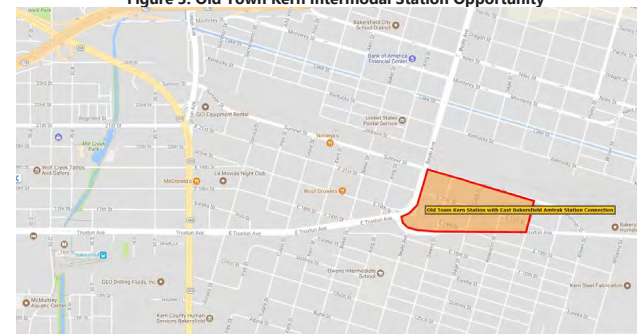
Street and Rabobank Arena, the Convention Center, and Amtrak will add traffic congestion downtown and air emissions in the San Joaquin Valley.

1006-8

Our community is also concerned about the adverse impacts the locally generated alignment will have on Old Town Kern with an elevated viaduct over Summer Street. Old Town Kern represents a critical historic yet struggling low-income community that will forever be changed if an elevated rail viaduct bisects this low-income and minority community. With that being said, if LGA is selected as the final alignment, our community would like the CHSRA and FRA to place the Bakersfield Station in Old Town Kern and not at F Street. Placing the station between Baker and Beale streets in Old Town would mitigate the adverse impacts of the elevated viaduct bisecting this neighborhood and allow for an intermodal rail connection where the BNSF railroad tracks converge with the LGA alignment. This would allow for a second Amtrak connect at an Old Town Kern high-speed rail station allowing an intermodal connection. This would be similar to the Amtrak's Capitol Corridor which has two stations, one at Jack London Square and a second station at the Oakland Colosseum/Airport. A 35-acre location at the convergence of the BNSF and Union Pacific rail corridors is recommended for study for an Old Town Kern Intermodal High-Speed Rail/Amtrak Station. Please see Figure 3.

1006-9

Figure 3: Old Town Kern Intermodal Station Opportunity



1006-10

Additionally, we are very concerned about the methodology used to develop this draft EIR/EIS and numerous statements that mischaracterize both the Hybrid and LGA alignments. In particular, the F-B LGA draft EIR/EIS includes the Shafter Heavy Maintenance Facility (East) as well as a large oil field were included in the May 2014 Project (Hybrid alignment) footprint (See Figure 4 for an example). In doing so, this draft EIR/EIS incorrectly overstates

Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-10

the impacts of the Hybrid alignment. Additionally, the draft EIR/EIS states that the LGA follows existing transportation corridors whereas the Hybrid does not. This is incorrect. The Hybrid alignment follows a longstanding BNSF railroad corridor. While the LGA follows the Union Pacific Corridor, it has to traverse approximately 6 miles of farmland to switch between railroad corridors. To state or infer repeatedly in the document that the Hybrid does not follow existing rail corridors whereas LGA does, is factually incorrect.

I006-11

Figure 4: F-B LGA and May 2014 Project Footprints Used in the F-B LGA draft EIR/EIS

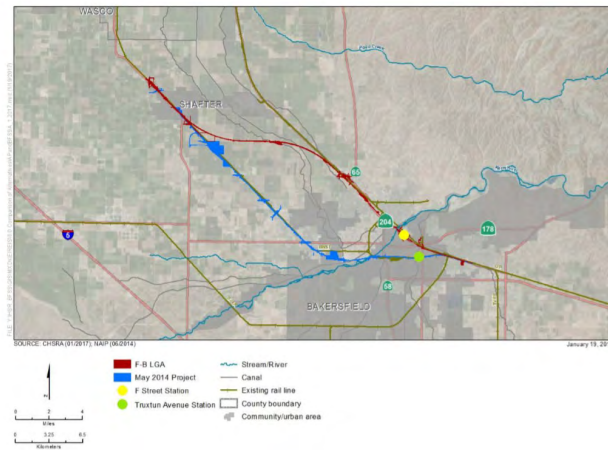


Figure 8-1 F-B LGA and May 2014 Project

The astonishing errors made by the document preparers associated with the project footprint that permeate throughout the draft EIR/EIS shocks the conscience. These major missteps can only be rectified by correcting the analysis and releasing a revised F-B LGA draft EIR/EIS using the correct May 2014 Project footprint for comparative analysis.

I006-12

Additionally, numerous technical appendices in the F-B LGA draft EIR/EIS state "A number of technical appendices included as part of the Fresno to Bakersfield Section Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) have not been recreated for the purposes of this Draft Supplemental EIR/EIS because the information contained within the technical appendix would remain applicable to the F-B LGA. Appendix

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I006-12

[#] did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS. To review the appendix in its entirety, please refer to the Authority's Final EIR/EIS: Fresno to Bakersfield website" – or words to that effect. These appendices redirect the reader to technical analysis that frequently lists multiple alignments from the May 2014 Fresno to Bakersfield Project Section but exclude any analysis specific to the locally generated alternative. As such, the draft F-B LGA EIR/EIS is incomplete and flawed on its face.

Finally, I am enclosing detailed line-by-line comments on the F-B draft EIR/EIS. These comments are organized by PDF section of the draft EIR/EIS. I would appreciate careful review and responses to this letter and all of the enclosed comments and questions. Should you require additional information or need me to clarify any statements made in this letter or enclosures, please do not hesitate to contact me at your earliest convenience. I can be reached at 661-912-2986 or adam.p.cohen83@gmail.com.

I006-13

Indeed, by any objective measure, the Bakersfield F Street Station Alternative is contrary to high-speed rail best practices, bad for Kern County, and not locally preferred. Thank you for considering our community's preference for the May 2014 Project & Station, opposition to the F-B LGA alignment and station, and if F-B LGA is selected, preference for an Old Town Kern high-speed rail station.

You have our gratitude for supporting smart growth and intermodal passenger rail service.

Warmest regards,

Adam Cohen

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-14

Signatures Of Support

Name	Location	Date
Citizens for Downtown Bakersfield	US	2016-04-22
Kevin Bush	Bakersfield, CA	2016-04-22
Lynn Bennett	Bakersfield, CA	2016-04-22
Eric Farb	Hanford, CA	2016-04-22
Eve-lyne Thomas	Bakersfield, CA	2016-04-22
Ali Rodriguez	Bakersfield, CA	2016-04-22
Susan Killme	Bakersfield, CA	2016-04-22
Christopher Ramirez	San Francisco, CA	2016-04-22
Sue Bryan	Bakersfield, CA	2016-04-23
Rebecca Cohen	Bakersfield, CA	2016-04-25
Erica Zeimet-Cameron	Bakersfield, CA	2016-05-06
Cynthia Bush	Bakersfield, CA	2016-05-06
Chuck Dickson	Bakersfield, CA	2016-05-06
Harry Wilson	Bakersfield, CA	2016-05-06
Laura Epps	Bakersfield, CA	2016-05-06

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MaryLou Ojeda	Bakersfield, CA	2016-05-06
Kathleen McNeil	Bakersfield, CA	2016-05-06
Jeff Smith	Bakersfield, CA	2016-05-06
Therese Foley	Bakersfield, CA	2016-05-06
Anne and Jerry Seydel	Bakersfield, CA	2016-05-07
Name	Location	Date
Karynn Whitchar	Bakersfield, CA	2016-05-07
Clint Bottoms	Bakersfield, CA	2016-05-07
Joanna Rucker	Bakersfield, CA	2016-05-07
M&O Real Estate Holdings LLC	Bakersfield, CA	2016-05-07
Kern Apartments	Bakersfield, CA	2016-05-07
Carolyn Cisneros Armstrong	Bakersfield, CA	2016-05-07
Steve Epps	Bakersfield, CA	2016-05-07
Jesse Quintanilla	Bakersfield, CA	2016-05-07
Norman Maynard	Bakersfield, CA	2016-05-07
Hellen Pierce	Bakersfield, CA	2016-05-07
William davidson	Bakersfield, CA	2016-05-07
Mathea Perkins	Bakersfield, CA	2016-05-07

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Leslie Walters	Bakersfield, CA	2016-05-07
Victor Gomez	Bakersfield, CA	2016-05-07
Terri Murrat	Bakersfield, CA	2016-05-07
Barbara Antongiovanni	Bakersfield, CA	2016-05-07
Suzanne Galindo	Bakersfield, CA	2016-05-07
Lynne Munoz	Bakersfield, CA	2016-05-07
Martha Quintanilla	Bakersfield, CA	2016-05-07
Dennis Black	Bakersfield, CA	2016-05-07
Stacy Arambula	Bakersfield, CA	2016-05-07
Timothy Sullivan	Bakersfield, CA	2016-05-07

Name	Location	Date
KRISTI SAECKER	Bakersfield, CA	2016-05-07
Sally Leyva	Bakersfield, CA	2016-05-07
Gayle Richardson	Bakersfield, CA	2016-05-07
Bret Black	Bakersfield, CA	2016-05-07
Karen Rodriquez	Bakersfield, CA	2016-05-07
Brad Gardner	Bakersfield, CA	2016-05-08
Sandie Wheeler	Bakersfield, CA	2016-05-08

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Nancy Coleman	Bakersfield, CA	2016-05-08
Victor Gonzales	Bakersfield, CA	2016-05-08
Kristen Shadle	Bakersfield, CA	2016-05-08
Patricia Irwin	Bakersfield, CA	2016-05-08
Adam Cohen	Bakersfield, CA	2016-05-08
Chris Grimm	Bakersfield, CA	2016-05-08
Judy McLauchlin	Bakersfield, CA	2016-05-08
Sewco Real Estate Holdings LLC	Bakersfield, CA	2016-05-08
Cynthia Quintanila	Bakersfield, CA	2016-05-08
Catherine Pedroza	Bakersfield, CA	2016-05-08
Martha Hernandez	Shafter, CA	2016-05-08
Elizabeth Saucedo	Bakersfield, CA	2016-05-09
Jesse Mendez	Bakersfield, CA	2016-05-09
Kevin Arambula	Bakersfield, CA	2016-05-09

Name	Location	Date
Enrique hernandez	Delano, CA	2016-05-09

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Jaquelyn Coyle	Bakersfield, CA	2016-05-09
Marsha Barnden	Bakersfield, CA	2016-05-09
Yadira Gonzalez	Bakersfield, CA	2016-05-09
Debra Hand	Bakersfield, CA	2016-05-09
jacob williams	Bakersfield, CA	2016-05-09
Josh cohen	Bakersfield, CA	2016-05-09
Bettina Belter	Bakersfield, CA	2016-05-09
Aimee Woodgate	Spring, TX	2016-05-10
Amanda Fortune	Bakersfield, CA	2016-05-10
Jennifer Martin	Bakersfield, CA	2016-05-10
Monica Hernandez	Bakersfield, CA	2016-05-10
Jade Lovett	Bakersfield, CA	2016-05-10
Mitchell Marquez	Bakersfield, CA	2016-05-10
Lisa Bellue	Bakersfield, CA	2016-05-11
Brandy Fonseca	Bakersfield, CA	2016-05-22
Domingo Quintanilla	Bakersfield, CA	2016-05-24
Alicia Garza	Bakersfield, CA	2016-05-24
Jolynn Vasquez	Bakersfield, CA	2016-05-29
carlene watson	Bakersfield, CA	2016-06-10
olivia Lopez	Bakersfield, CA	2016-06-10

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jessica Romero	Bakersfield, CA	2016-06-14
Name	Location	Date
Lisa Elliott	Bakersfield, CA	2016-06-15
Michael Shadle	Bakersfield, CA	2016-06-15
Kent Jackson	Bakersfield, CA	2016-06-23
Robert Dobrzanski	Bakersfield, CA	2016-06-23
Manuel Miranda	Bakersfield, CA	2016-06-23
Dolores GUILTINAN	Bakersfield, CA	2016-06-24
Kristina Black	Bakersfield, CA	2016-06-27
Jewell Forrest	Bakersfield, CA	2016-07-17
Shayrn Wilson	Bakersfield, CA	2016-07-17
paul andre	Bakersfield, CA	2016-07-19
francine simmons	Bakersfield, CA	2016-07-24
Karin Magar	Bakersfield, CA	2016-07-24
Christina Woods	Bakersfield, CA	2016-07-24
Ron Colón	Bakersfield, CA	2016-07-26
Brianna Spofford	Bakersfield, CA	2016-07-26
Neil Weiting	Bakersfield, CA	2016-07-31
Deborah Moses	Bakersfield, CA	2016-08-14

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Regina Cunningham	Bakersfield, CA	2016-08-14
karen Liascos	Bakersfield, CA	2016-08-15
Timothy McNeely	Northridge, CA	2016-08-15
Caryn Herren	Bakersfield, CA	2016-08-15
Nancy Lowe	Bakersfield, CA	2016-08-15

Name	Location	Date
Wendee Villanueva	San Leandro, CA	2016-08-15
Medina Kay Giese	Bellefontine Neighbors, MO	2016-08-15
Kelley Hoffman	Bakersfield, CA	2016-08-15
Shawna Haddad	Bakersfield, CA	2016-08-20
Edna Wilson	Bakersfield, CA	2016-08-20
Steven Nicklaus	Bakersfield, CA	2016-08-20
Mary Jones	Bakersfield, CA	2016-08-23
Courtney Clerico	Bakersfield, CA	2016-08-24
katy hudson	Bakersfield, CA	2016-08-24
Jennifer Gragg	Bakersfield, CA	2016-08-24
LeaAnn Weisbruch	Dallas, TX	2016-08-24
Mona Freeborn	Bakersfield, CA	2016-08-24
Ken Grissett	Bakersfield, CA	2016-08-24

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Helen Kotowske	Bakersfield, CA	2016-08-24
Jennifer sanchez	Bakersfield, CA	2016-08-25
Pauletta Maxwell	Bakersfield, CA	2016-08-25
Daniel Leinker	Bakersfield, CA	2016-08-25
Ronna Davis	Bakersfield, CA	2016-08-25
Debbie Buchanan	Bakersfield, CA	2016-08-28
Brenda Wood	Bakersfield, CA	2016-08-29
Skyler Meighan	Bakersfield, CA	2016-08-29
Denise Legg	Bakersfield, CA	2016-08-30

Name	Location	Date
Ethel. Grimes	Bakersfield, CA	2016-08-30
Elizabeth Zylstra	Bakersfield, CA	2016-09-01
Joshua Nunez	Bakersfield, CA	2016-09-02
anna meeker	Bakersfield, CA	2016-09-02
Stephen Schrepfer	Bakersfield, CA	2016-09-03
Gloria Dianne Dumler	Bakersfield, CA	2016-09-03
Whitney Weddell	Bakersfield, CA	2016-09-04
Sean Collins	Bakersfield, CA	2016-09-05
Jim Mattern	Bakersfield, CA	2016-09-05

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David Jones	Bakersfield, CA	2016-09-06
Julie Johnson	Fresno, CA	2016-09-09
Julie Riegel	Bakersfield, CA	2016-09-11
Sheree Stafford	Bakersfield, CA	2016-09-11
Toni Heim	Bakersfield, CA	2016-09-11
Rita Torres	Bakersfield, CA	2016-09-11
Dennis Black	Bakersfield, CA	2016-09-20
paul gipe	Bakersfield, CA	2016-11-12
Anthony Ansolabehere	Bakersfield, CA	2016-11-12
EV Perks	Bakersfield, CA	2016-11-12
Susan and John Karnes	Bakersfield, CA	2016-11-19
Lorraine Unger	Bakersfield, CA	2016-11-21
Ever Marquez	Bakersfield, CA	2016-11-22

Name	Location	Date
Randy Frank	Bakersfield, CA	2016-11-22
Amy Shillig	Bakersfield, CA	2016-11-22
Zoot Velasco	Bakersfield, CA	2016-11-22
Jesse Colocado	Bakersfield, CA	2016-11-23
Elliott Fowler	Bakersfield, CA	2016-11-23

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Monette Velasco	Bakersfield, CA	2016-12-16
Tara Chaidez	Bakersfield, CA	2017-01-05
Quetta Woodard	Bakersfield, CA	2017-01-06
Gaylyn Jaggars	Bakersfield, CA	2017-01-07
James McCain	Bakersfield, CA	2017-01-07
Deborah Moses	Bakersfield, CA	2017-02-18
Joe Rodriguez	Bakersfield, CA	2017-02-18
Jaime Simmons	Bakersfield, CA	2017-02-18
Victoria Zdanko	Bakersfield, CA	2017-02-18
Rebecca Solberg	Taft, CA	2017-02-18
mike ladd	Bakersfield, CA	2017-02-18
mary tigner	Bakersfield, CA	2017-02-18
Hailey Watson	Bakersfield, CA	2017-02-18
Eva Felix	Bakersfield, CA	2017-02-18
Joel Stewart	Bakersfield, CA	2017-02-19
Diane Bevacqua	Bakersfield, CA	2017-02-19
Deborah Jones	Bakersfield, CA	2017-02-19

Name	Location	Date
Philip Williams	Bakersfield, CA	2017-02-19

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Anna Gonzales	Bakersfield, CA	2017-02-19
Angelica Diaz	Bakersfield, CA	2017-02-19
Charlene Razor	Bakersfield, CA	2017-02-19
Angela Glover	Bakersfield, CA	2017-02-19
Michael Hawkesworth	Bakersfield, CA	2017-02-19
John Stevens	Bakersfield, CA	2017-02-19
MARY JO NORRIS	Mexico	2017-02-20
Alex Tigner	Bakersfield, CA	2017-02-20
Gino Valpredo	Bakersfield, CA	2017-02-21
Nika Sill Morse	Bakersfield, CA	2017-02-22
judith ryan	Bakersfield, CA	2017-02-22
Jennifer Coppola	Bakersfield, CA	2017-02-27
Sandra Goins	Bakersfield, CA	2017-03-04
Daniel Leinker	Bakersfield, CA	2017-03-04
Patrick Fogarty	Bakersfield, CA	2017-03-05
Wesleigh Chapman	Bakersfield, CA	2017-03-11
Richard Magar	Bakersfield, CA	2017-03-11
Tana Hartley	Bakersfield, CA	2017-03-11
Brittnee Wilson	Bakersfield, CA	2017-03-11
John Marlow	Bakersfield, CA	2017-03-11

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Gene Torigiani	Bakersfield, CA	2017-03-11
Name	Location	Date
Yvonne Cavanagh	Bakersfield, CA	2017-03-11
Ashley Sierra	Arvin, CA	2017-03-11
Debra Watkins	Bakersfield, CA	2017-03-11
Lauren Stone	Bakersfield, CA	2017-03-12
Teresa Cowley	Kingsville, TX	2017-03-12
Kimberly Rasmussen	Bakersfield, CA	2017-03-12
Daniel Cruz	Bakersfield, CA	2017-03-19
Luann Allen	Bakersfield, CA	2017-03-26
Melissa Nixon	Bakersfield, CA	2017-03-27
Jennifer Jones Aleman	Bakersfield, CA	2017-03-29
Jane De Los Santos	Bakersfield, CA	2017-03-30
Ally Swen	Bakersfield, CA	2017-03-30
John Jamison	Bakersfield, CA	2017-03-30
Dana Phares	Bakersfield, CA	2017-03-31
Jennifer Farrow	Bakersfield, CA	2017-04-01
Kevin Bartell	Bakersfield, CA	2017-04-04
Shannon Elrich	Bakersfield, CA	2017-04-04

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Jeriaj Backer	Bakersfield, CA	2017-04-04
Karen Leitch	Bakersfield, CA	2017-04-12
Christopher Lowe	Bakersfield, CA	2017-04-12
Mark Herrick	Bakersfield, CA	2017-04-12
Vittoria Allendorf	Bakersfield, CA	2017-04-13

Name	Location	Date
John Sanders	Bakersfield, CA	2017-04-14
Jack Nisbett	Bakersfield, CA	2017-04-23
susan bonas	Bakersfield, CA	2017-04-24
Carmen Horta	Bakersfield, CA	2017-04-24
Yvonne Hoeke	Bakersfield, CA	2017-04-27
Christine Zavala	Prescott, AZ	2017-04-29
Jan Lemucchi	Bakersfield, CA	2017-05-02
Suzi leal	Bakersfield, CA	2017-05-02
Caryl Curless	Bakersfield, CA	2017-05-04
Jon Malamma	Bakersfield, CA	2017-05-15
Eva Billings	Bakersfield, CA	2017-05-16
Laurie Everidge	Bakersfield, CA	2017-05-16
Bernadette Root	Bakersfield, CA	2017-05-16

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Stephen Montgomery	Bakersfield, CA	2017-05-16
Joshua Farrow	Bakersfield, CA	2017-05-21
MICHAEL FREDDI	Los Osos, CA	2017-05-27
Bethany Rowlee	Bakersfield, CA	2017-05-28
Samuel Matar	Bakersfield, CA	2017-05-29
Jose Ortega	Bakersfield, CA	2017-05-30
Linda Schorr	Bakersfield, CA	2017-06-11
Judy Whitson	Fresno, CA	2017-06-16
Brenda Kettler	Bakersfield, CA	2017-11-10

Name	Location	Date
david taggart	Woodbridge, VA	2017-11-10
Roseanne Brandon	Bakersfield, CA	2017-11-10
Anna Santiago	Bakersfield, CA	2017-11-10
Brian Kirschenmann	Katy, TX	2017-11-10
Nellie Scarborough	Bakersfield, CA	2017-11-10
Drew Molhook	Bakersfield, CA	2017-11-10
Theresa Trigueiro	Carson, CA	2017-11-10
Caroline Clausen	Bakersfield, CA	2017-11-10
John Sanders	Roseville, CA	2017-11-10

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Debra Stansbury	Bakersfield, CA	2017-11-10
Claudia Roberts	Los Angeles, CA	2017-11-10
Zack Newman	Bakersfield, CA	2017-11-10
Charles Edgar	Camarillo, CA	2017-11-10
Kristen Bellue	Bakersfield, CA	2017-11-10
Macel Campos	Bakersfield, CA	2017-11-10
Casilda Lee	Bakersfield, CA	2017-11-11
Andrea Watson	Bakersfield, CA	2017-11-11
Jaclyn Allen	Bakersfield, CA	2017-11-11
Summer Ashby	Bakersfield, CA	2017-11-11
Terry McCormick	Bakersfield, CA	2017-11-11
Shawn Flores	Visalia, CA	2017-11-11
Adam Kahler	Bakersfield, CA	2017-11-11

Name	Location	Date
Sarah Castle	Bakersfield, CA	2017-11-11
Lia Mendez	Bakersfield, CA	2017-11-11
Andrea Cartwright	US	2017-11-11
Shelly Moore	Taft, CA	2017-11-11
Belinda Ponce	Wasco, CA	2017-11-11

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Jovanna Ruiz	Shafter, CA	2017-11-11
delilah ramirez	Bakersfield, CA	2017-11-11
Kevin Watson	Bakersfield, CA	2017-11-11
Kennedy Poe	Kensington, UK	2017-11-11
Monica Lindsey	California	2017-11-11
Alexandra Hall	Bakersfield, CA	2017-11-11
melissa guerra banales	Bakersfield, CA	2017-11-11
Sandra Penner	Bakersfield, CA	2017-11-11
Janie Ehret	Bakersfield, CA	2017-11-11
Amber Behm	Bakersfield, CA	2017-11-11
Ginger Boyd	Bakersfield, CA	2017-11-11
Lisa Porter	Bakersfield, CA	2017-11-11
Teri Scarbrough	US	2017-11-11
Stacey Manohara	Bakersfield, CA	2017-11-11
Melissa Barajas	Bakersfield, CA	2017-11-12
Debbie Buchanan	Bakersfield, CA	2017-11-12
Jessica Birrueta	Buttonwillow, CA	2017-11-12

Name	Location	Date
Carol Armstrong	Simi Valley, CA	2017-11-12

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Patty Snyder	Bakersfield, CA	2017-11-13
Manuel Garcia	Bakersfield, CA	2017-11-15
Patty Godwin	Bakersfield, CA	2017-11-19
Carol Sayer	Bakersfield, CA	2017-11-19
Mac Camp	Downey, CA	2017-11-19
Joanne Hamilton	Bakersfield, CA	2017-11-19
MARY SHELL	Bakersfield, CA	2017-11-19
Alisa Irely	Bakersfield, CA	2017-11-19
Terry Maxwell	US	2017-11-19
Angela Keown	Bakersfield, CA	2017-11-19
Russell Keown	Bakersfield, CA	2017-11-19
Shannon Doty	Bakersfield, CA	2017-11-19
Deborah Leary	Bakersfield, CA	2017-11-19
Carolyn Dethlefson	Bakersfield, CA	2017-11-19
Eddie Norria	Bakersfield, CA	2017-11-19
Dana Stine	Sacramento, CA	2017-11-19
Ricci Gretona	Bakersfield, CA	2017-11-19
Randal Thompson	Bakersfield, CA	2017-11-20
Dinah Curtis	Bakersfield, CA	2017-11-20
Tracy Bright	Taft, CA	2017-11-20

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Renee Chavez	Bakersfield, CA	2017-11-20
Name	Location	Date
John Pryor	Bakersfield, CA	2017-11-20
Janet Walbaum	Bakersfield, CA	2017-11-20
Diane Morton	Dana Point, CA	2017-11-20
Gary Hoetker	Bakersfield, CA	2017-11-20
Malcolm Bettley	Bakersfield, CA	2017-11-20
Shelley Gill	Paso Robles, CA	2017-11-20
Rosalie Thompson	California	2017-11-20
Fred Jauch	Bakersfield, CA	2017-11-20
Krystal Spruill	Bakersfield, CA	2017-11-20
Erika Monet	Bakersfield, CA	2017-11-20
Pat Mahan	Bakersfield, CA	2017-11-20
Shawna Neiss	Bakersfield, CA	2017-11-20
Andrea Luna	Bakersfield, CA	2017-11-20
Catherine Oddo Anspach	US	2017-11-20
Ashlyn Algra	Santa Barbara, CA	2017-11-20
Jennifer Crafton	Bakersfield, CA	2017-11-20
Kathy Wilcox	Bakersfield, CA	2017-11-20

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Kimberly Clayton	Bakersfield, CA	2017-11-20
Debbie Marroquin	Bakersfield, CA	2017-11-20
Floyd Haulman	Bakersfield, CA	2017-11-20
janet rossi	Bakersfield, CA	2017-11-20
Ashley Wetterholm	Bakersfield, CA	2017-11-20

Name	Location	Date
chase walbaum	Bakersfield, CA	2017-11-20
Dave Halle	Bakersfield, CA	2017-11-20
Liz Sacchini-Haskell	Bakersfield, CA	2017-11-20
Linda Freeman	Bakersfield, CA	2017-11-20
Shelley Brown	Bakersfield, CA	2017-11-20
Ronald Degiuli	Clovis, CA	2017-11-20
Melanie Sanghera	Bakersfield, CA	2017-11-20
Tracey Wheat	Bakersfield, CA	2017-11-20
Julie Escalante	Bakersfield, CA	2017-11-20
Lynn Deats	Bakersfield, CA	2017-11-20
Margaret Denis	California	2017-11-20
Sarah Smart	Bakersfield, CA	2017-11-20
Robert Castaneda	North Hollywood, CA	2017-11-21

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Terry Longanecker	Bakersfield, CA	2017-11-21
Jodi Gentry	Bakersfield, CA	2017-11-21
Harold Shell	San Ramon, CA	2017-11-21
Pamela Binns	Bakersfield, CA	2017-11-21
Cheryl Smith	Bakersfield, CA	2017-11-21
yates kaitlyn	Shafter, CA	2017-11-21
Mark Lomas	Bakersfield, CA	2017-11-22
Kimberley Eby	Bakersfield, CA	2017-11-22
Laura Hil	Bakersfield, CA	2017-11-22

Name	Location	Date
Denise Johnson	Bakersfield, CA	2017-11-22
Maegan Gouthier	Citrus Heights, CA	2017-11-22
Alyssa Carrillo	Elk Grove, CA	2017-11-23
Susan Teagarden	Bakersfield, CA	2017-11-23
phil strausser	Bakersfield, CA	2017-11-25
Dixie yoder	Bakersfield, CA	2017-11-25
Candace Freeman	Bakersfield, CA	2017-11-26
Denice Penilla	Bakersfield, CA	2017-11-27
Jennifer Massie	Bakersfield, CA	2017-11-27

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Shawn Cervantes	Santa Cruz, CA	2017-11-27
Terran Murphy	Bakersfield, CA	2017-11-27
Doug Snarr	San Francisco, CA	2017-11-27
Tami Whitnack	Bakersfield, CA	2017-11-27
Cydney Hart	Panorama City, CA	2017-11-27
Virginia Penilla Monreal	Bakersfield, CA	2017-11-27
Carrie Melton	Bakersfield, CA	2017-11-28
Allison Robesky	Bakersfield, CA	2017-11-28
Carrie Fanucchi	Bakersfield, CA	2017-11-29
Deborah Miller	California	2017-11-29
ronald jones	Fresno, CA	2017-12-02
Nicholas de jesus	North Hollywood, CA	2017-12-03
Kathy Archuleta	Los Angeles, CA	2017-12-03

Name	Location	Date
Robyn bay	Canada	2017-12-09
Leanne Morgan	Bakersfield, CA	2017-12-10
Armanso Soliz	Bakersfield, CA	2017-12-12
Scott Rice	Bakersfield, CA	2017-12-14
Chere Moore	Bakersfield, CA	2017-12-14

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Christopher Glanert	US	2017-12-14
Brittany Darby	US	2017-12-14
Jenny Sullivan	US	2017-12-14
Jatziry Morales	US	2017-12-14
Julian Johnson	US	2017-12-14
Isabella Rhoney	US	2017-12-14
Kathleen Alvarenga	US	2017-12-14
Angel Rosado	US	2017-12-14
Meribon Odilova	US	2017-12-14
sheila knight	US	2017-12-14
Emma Christina	US	2017-12-14
Maryan Said	US	2017-12-14
Reese Bradley	US	2017-12-14
Lilly Barton	US	2017-12-14
Sky Pease	US	2017-12-14
Austin Clark	US	2017-12-14
emily connor	US	2017-12-14

Name	Location	Date
Sgggs Akdbs	US	2017-12-14

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Lucia Bralley	US	2017-12-14
Halle T	US	2017-12-14
Jennifer Howard	US	2017-12-14
Laritsa Borno	US	2017-12-14
Samantha Goldup	US	2017-12-14
Kimberly Calderon Ramirez	US	2017-12-14
Alyssa McCroskey	US	2017-12-14
Shae DaTerra	US	2017-12-14
Eva Martinez	US	2017-12-14
Maggie Edelblute	US	2017-12-14
Madisen Davis	US	2017-12-14
Brenden Emmel	US	2017-12-14
Crystal Snow	US	2017-12-14
Nicole Zurick	US	2017-12-14
Logan Krantz	US	2017-12-14
Darmarie Lopez	US	2017-12-14
Kayla Tharp	US	2017-12-14
Audrey Crane	Livonia, NY	2017-12-14
Laisha Lugones	US	2017-12-14
Blaine Haney	US	2017-12-14

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Jonathan Yates	Shafter, CA	2017-12-19
Name	Location	Date
Jeff Chrisman	Bakersfield, CA	2017-12-19
Curran Hughes	Shafter, CA	2017-12-19
Garrett Busch	Bakersfield, CA	2017-12-19
Rickey Bird	Bakersfield, CA	2017-12-19
Jean Erassarret	Bakersfield, CA	2017-12-19
Matthew Hester	US	2017-12-19
Tiffany Ederer	Bakersfield, CA	2017-12-19
Victoria Barton	Bakersfield, CA	2017-12-19
Dana Carney	Washington	2017-12-19
Jed Hwang jed.hwang@wonderful.com	Bakersfield, CA	2017-12-19
Susan Mashburn	Blue Springs, MO	2017-12-19
Melissa Franks	Bakersfield, CA	2017-12-19
Michael Franks	Bakersfield, CA	2017-12-20
Agustin Bagnas	Bakersfield, CA	2017-12-20

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Anthony Hilario	Pico Rivera, CA	2017-12-20
Maria L Leon	Mexico	2017-12-20
Christopher Le Baudour	Petaluma, CA	2017-12-20
Audrey Le Baudour	Santa Rosa, CA	2017-12-20
Lana Elfstrom	California	2017-12-20
Brooke Barron	US	2017-12-20
Barry Shuaib	Shafter, CA	2017-12-20

Name	Location	Date
virginia farber	Bakersfield, CA	2017-12-20
Tyler Fleenor	Bakersfield, CA	2017-12-21
Katie Jarek	Shafter, CA	2017-12-21
RICH KRIZO	Bakersfield, CA	2017-12-21
Ulises Bautista	US	2017-12-21
Terry Heintz	Bakersfield, CA	2017-12-21
Erin McArdle	Bakersfield, CA	2017-12-21
Brian Nein	Castle Rock, WA	2017-12-22
Michael Braun	Bakersfield, CA	2017-12-23
brianna smith	Bakersfield, CA	2017-12-23

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Aniyah Martinez	New Haven, CT	2017-12-23
ron baker	US	2017-12-23
Kevin Kelley	US	2017-12-23
Jacob Lopez	Bakersfield, CA	2017-12-23
David Whisler	Sacramento, CA	2017-12-23
Don Rivera	Bakersfield, CA	2017-12-23
Joshua Shackelford	Bakersfield, CA	2017-12-23
brian jokel	Bakersfield, CA	2017-12-24
Allison Sweaney	Bakersfield, CA	2017-12-24
Tim Stewart	Bakersfield, CA	2017-12-24
Margie Casado	Bakersfield, CA	2017-12-24
Walter Ray	Bakersfield, CA	2017-12-24

Name	Location	Date
Michele Magyar	Bakersfield, CA	2017-12-24
Ted Elder	Bakersfield, CA	2017-12-24
Rendy Kabinoff	Bakersfield, CA	2017-12-25
Stella Webby	Bakersfield, CA	2017-12-25
Kristie Onaindia	California	2017-12-25
Linda Griess	Bakersfield, CA	2017-12-28

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Lin Lin	Bakersfield, CA	2017-12-28
Shelly Simpson	Bakersfield, CA	2017-12-28
Jennifer Rhodes	Bakersfield, CA	2017-12-28
Martha Fowler	Bakersfield, CA	2017-12-28
Lutgarda Marasigan	Bakersfield, CA	2017-12-28
Janeil Martin	Bakersfield, CA	2017-12-28
Akashia Meitzenhemier	Bakersfield, CA	2017-12-28
Hugo Martinez	Bakersfield, CA	2017-12-28
Gabriella Grado	Bakersfield, CA	2017-12-28
Beatrice Boswell	Bakersfield, CA	2017-12-28
Tina Burke	Bakersfield, CA	2017-12-28
Marie Claire DeLuna	US	2017-12-28
Phillip Castle	US	2017-12-28
Sandi Crimmins	Roanoke, VA	2017-12-28
Jeidan Ellmers	US	2017-12-28
Skyler Hayes	US	2017-12-28

Name	Location	Date
Diego Tovar	US	2017-12-28
Rita Anderson	Pikeville, KY	2017-12-28

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Tina King	Blacksburg, VA	2017-12-28
Ruth Rusch	US	2017-12-28
William Cooper	Bakersfield, CA	2017-12-29
Ric Bradley	US	2017-12-29
Marjorie King	US	2017-12-29
Ben Clark	US	2017-12-29
Megan Wyllie	US	2017-12-29
Martha Gertz	US	2017-12-29
Khalid Elmatbagi	US	2017-12-29
Sianipar Djodjor	US	2017-12-29
Sandy Ragan	US	2017-12-29
ROBERT VOUGHT	US	2017-12-29
Nancy Ronk	Daleville, VA	2017-12-29
Mary K Smith	US	2017-12-29
Robert Morris	US	2017-12-29
Kathryn Johnson	US	2017-12-29
Chris Scholl	Neptune, NJ	2017-12-29
Mike Lupe	US	2017-12-29
Samantha Bowman	US	2017-12-29
Chris Gwyn	Buckingham, VA	2017-12-29

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Name	Location	Date
Déja Duff	US	2017-12-29
Timmy bullion	Moneta, VA	2017-12-29
Patricia Diaz	US	2017-12-29
Larry Fredeen	Bakersfield, CA	2017-12-29
Norbert Sandoval Sandoval	Los Angeles, CA	2017-12-29
Claire Clerou	Bakersfield, CA	2017-12-29
Cessna Zaga	Bakersfield, CA	2017-12-29
Richard Snook	Australia	2017-12-29
Harry Garvin Jr	Rancho Cucamonga, CA	2017-12-29
joseph Santana	Bakersfield, CA	2017-12-29
Jody Orr	Bakersfield, CA	2017-12-30
Pamela Dougherty	Goleta, CA	2017-12-30
Gordon Poston	US	2017-12-30
Cianne McGinnis	Bakersfield, CA	2017-12-30
Nick Ashley	Bakersfield, CA	2017-12-31
James Gabel	Bakersfield, CA	2018-01-02
Darlene Vangel	Los Angeles, CA	2018-01-04
Alex Morano	san luis obispo, CA	2018-01-04

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Alana Kelley	US	2018-01-04
Heather Cisneros	US	2018-01-04
Cristina Wilkerson	Bakersfield, CA	2018-01-04
Stephanie Tatge	US	2018-01-05

Name	Location	Date
Carrie Freeman	US	2018-01-05
Christina Radney	US	2018-01-05
Vicki Albitre	Bakersfield, CA	2018-01-05
Annemarie Butler	Bakersfield, US	2018-01-05
sarah charfauros	Baden, PA	2018-01-05
Stacey Melton	Fort Worth, TX	2018-01-05
Carisse Geronimo	US	2018-01-05
Florence Bailey	Ontario, CA	2018-01-06
Amanda Studebaker	Bakersfield, CA	2018-01-06
Jeff Jones	Bakersfield, CA	2018-01-13
Matt Jones	Los Angeles, CA	2018-01-13
Valerie Jones	Pittsburgh, PA	2018-01-13

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Save Westchester and Old Town from the Adverse Impacts of High Speed Rail

Available Online: <https://www.change.org/p/jerry-brown-save-westchester-bakersfield-from-the-adverse-impacts-of-high-speed-rail>

Print Name	Print Address/City	Signature
Mike R. Evans	2724 Elm St	Mike Evans
Alvin M. Kelly	2600 Elm St	Alvin Kelly
Garrett Miles	2524 Elm St	Garrett Miles
Barbara Keith	9506 Elm	Barbara Keith
Karen Rodriguez	2418 Elm St.	Karen Rodriguez
CHRIS TOWN	2400 ELM ST.	Chris Town
ANTHONY TARAN	603142 Ardmore	Anthony Taran
Sharon Wrennihan	3118 Ardmore	Sharon Wrennihan
Gordon Galindo	3101 Amber Ct.	Gordon Galindo
Suzanne Galindo	3101 Amber Ct.	Suzanne Galindo
Barbara Ann Jackson	3113 Ardmore Ct	Barbara Ann Jackson
Elizabeth Christ	2725 Elm Street	Elizabeth Christ
Alice Choat	2725 Elm Street	Alice Choat
Jeff HRECH	2801 Elm St	Jeff HRECH
Rebecca King	2801 Elm St	Rebecca King
LAWTON BETREY	2819 Elm St.	LAWTON BETREY
DAVID HEREDIA	2912 ELM ST	DAVID HEREDIA
LARRY ROSE	2900 ELM ST	LARRY ROSE
Wade TAVORN	2824 ELM ST	Wade TAVORN
Dolores A Richmond	2812 Elm St	Dolores A Richmond

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Save Westchester and Old Town from the Adverse Impacts of High Speed Rail

Available Online: <https://www.change.org/p/jerry-brown-save-westchester-bakersfield-from-the-adverse-impacts-of-high-speed-rail>

[illegible]

California High-Speed Rail Supplemental EIR
Fresno to Bakersfield Section[illegible][illegible]

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Additional Comments

Name	Location	Date	Comment
Lynn Bennett	Bakersfield, CA	2016-04-22	Opposed to high speed rail...period!
Eric Farb	Hanford, CA	2016-04-22	We need a sustainable water system before an unnecessary rail system.
Eve-Lyne Thomas	Bakersfield, CA	2016-04-22	Elm St., north of 24th already has/ to much traffic by passing 24th, they also speed on our street and run into our cars, and the train noises go on all night long as it is. We don't need more traffic or train noises, it will damage this beautiful neighborhood and bring the cost and value of our homes down.
Ali Rodriguez	Bakersfield, CA	2016-04-22	Don't want traffic on Elm to increase and noise in our neighbor to go up.
Susan Gabin	Bakersfield, CA	2016-04-22	This will decrease our home value and bring MORE traffic in our quiet neighborhood.
Sue Bryan	Bakersfield, CA	2016-04-23	Westchester is one of the more beautiful older neighborhoods in Bakersfield.
Cynthia Bush	Bakersfield, CA	2016-05-06	Nothing positive with this it would bring more destruction and would lower the value of all residential property North and South of the 24th street mess.
Chuck Dickson	Bakersfield, CA	2016-05-06	Water is much more important to the California citizen!
Harry Wilson	Bakersfield, CA	2016-05-06	I'm trying to save the neighborhood!
Katie McNeil	Bakersfield, CA	2016-05-06	I want help protect the historical neighborhood of Westchester in Bakersfield, CA
Anne and Jerry Seydel	Bakersfield, CA	2016-05-07	Opposed to the rail depot at F and Goldenstate Hwy.
Clint Bottoms	Bakersfield, CA	2016-05-07	I am opposed to the high speed rail through Westchester.
Joanna Rucker	Bakersfield, CA	2016-05-07	Do not want all this garbage in my back yard put some where there are not homes like by Rabobank.
Kern Apartments	Bakersfield, CA	2016-05-07	The Westchester high speed rail will adversely impact our business and properties in the neighborhood.
Hellen Pierce	Bakersfield, CA	2016-05-07	I've lived here many years. I expect to die here. I do not want to see my neighborhood die .

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Victor Gomez	Bakersfield, CA	2016-05-07	This project is not for the downtown area.
terri murray	Bakersfield, CA	2016-05-07	I want to preserve this neighborhood!
Suzanne Galindo	Bakersfield, CA	2016-05-07	I'd like to keep my neighborhood free from the elements that might be attracted to the proposed station location. I believe the rail is a viable, worthy idea. But the location is not in the best interest

Name	Location	Date	Comment
			of Westchester or Bakersfield. A more industrial area should be reviewed for the proposed location.
Timothy Sullivan	Bakersfield, CA	2016-05-07	Stop F street station. Save Westchester!
Sally Leyva	Bakersfield, CA	2016-05-07	Sally Leyva
Bret Black	Bakersfield, CA	2016-05-07	I don't want to ruin this historic and rich neighborhood.
Sandie Wheeler	Bakersfield, CA	2016-05-08	Westchester neighborhood is a unique and older neighborhood in Bakersfield. The location of this rail station with put this neighborhood at further risk of vandalism, graffiti, loitering and homeless loitering. We in our neighborhood are seeing more and more of these problems and we are doing what we can to resolve and keep our neighborhood beautiful. There is no other in Bakersfield like Westchester. THERE ARE QUIT A FEW BETTER ALTERNATIVES. PLEASE PLEASE CONSIDER OUR REQUEST.
Patricia Irwin	Bakersfield, CA	2016-05-08	It is not because I don't want to see modernization or advancement rather I feel our BOS makes rash unthought decisions when there are better alternate choices but they don't choose to look at other options opting for true 'Bakersfield fashion' of looking at things with blinders on. I also feel they are not upholding the integrity of our historic neighborhood and they don't really care because they do not live here and don't value it as we who do .
Chris Grimm	Bakersfield, CA	2016-05-08	Placing the train near a residential neighborhood does not represent a well thought out plan for a billion dollar project.
judy mclauchlin	bakersfield, CA	2016-05-08	Besides all aforementioned points, we, my husband and I, also think we will be able to hear train announcements day and night. My husband was an Amtrak engineer and knows first hand the noise pollution issues. Jerry Brown learned first hand about irritating train announcements when he was mayor of Oakland California and lived in Jack London Square, near the Amtrak train station.
Marsha Barnden	Bakersfield, CA	2016-05-09	I DO NOT WANT HIGH SPEED RAIL. Period!
Jake Williams	Bakersfield, CA	2016-05-09	I live in Westchester and my street would be one of the main thoroughfares for traffic.

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Bettina Belter	Bakersfield, CA	2016-05-09	To protect the integrity of our Westchester Neighborhood. The High Speed Rail Statuon should be built out way West of town. It's where the majority of the growth & population in Bakersfield dwells. Go WEST young man GO WEST.
Aimee Woodgate	Spring, TX	2016-05-10	My grandparents house is in Westchester!
Lisa Bellue	Bakersfield, CA	2016-05-11	I live in Westchester and do not want to see my neighborhood or surrounding business suffer from the high speed rail. I am in favor of the high-speed rail but it needs to be put in the area that does not uproot family living or local restaurant/marketing.

Name	Location	Date	Comment
Jolynn Vasquez	Bakersfield, CA	2016-05-29	I'm saying this because I do not want anymore unnecessary traffic going through my community. Our pollution is already skyrocketing. An I could only imagine the crime it would bring.
olivia Lopez	Bakersfield, CA	2016-06-10	If the train derails, everything around it will be affected. It's dangerous!!
kent jackson	bakersfield, CA	2016-06-23	This will ruin my lifetime neighborhood.
Robert Dobrzanski	Bakersfield, CA	2016-06-23	Water should be the pressing issue in the state not a fantasy train that will be over budget and financially unsound from day 1.
Dolores GUILTINAN	Bakersfield, CA	2016-06-24	Although I know that through eminent domain I cannot do anything to save my house, I feel that I should at least be made whole. Where are my rights?
Kristina Black	Bakersfield, CA	2016-06-27	That is my neighborhood. It's a nice neighborhood and I believe moving all those stations there will ruin it.
Karin Magar	Bakersfield, CA	2016-07-24	I live in the neighborhood
Eve-lyne Thomas	Bakersfield, CA	2016-07-27	Can we also get this petition signed by going door to door? I would be willing to!
Neil Weiting	Bakersfield, CA	2016-07-31	Don't subject a well established neighborhood to the problems that come with bringing the station that close . Put it some where else .
N A	Bakersfield, CA	2016-08-14	The new major transportation hub does not belong in and near one of the oldest and most quaint neighborhoods of the city.
Karen liascos	Bakersfield, CA	2016-08-15	This is a bad idea to begin with and now it is a bad idea that affects my home life due to the purposed location

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Caryn Herren	Bakersfield, CA	2016-08-15	I don't want the noise and increased transient problems
Medina Bates	St.Louis, MO	2016-08-15	my home town
Shawna Haddad	Bakersfield, CA	2016-08-20	Shawna S Haddad
Mary Jones	Bakersfield, CA	2016-08-23	I oppose high-speed rail in Westchester Bakersfield
Courtney Clerico	Bakersfield, CA	2016-08-24	I am a lifelong resident of Westchester and will be devastated if the high speed rail station is placed in my beloved neighborhood. This is NOT okay when there is so many other options!
JENNIFER GRAGG	Bakersfield, CA	2016-08-24	My sister and her family live in Westchester.
LeaAnn Weisbruch	Dallas, TX	2016-08-24	I want my sister to keep her wonderful neighborhood entact and quiet and peaceful!
Pauletta Maxwell	Bakersfield, CA	2016-08-25	I'm not at all in favor of the Bullet Train at Golden State and F Street. That intersection already has traffic issues. The City and State need to work more and listen to us the neighborhoods that will be affected by the noise, the horns blowing and whatever else comes it's way. This is not a practical route. Downtown on

Name	Location	Date	Comment
			Truxton is already set up. The train is there along with a bus system to serve the people traveling. There are restaurants along with hotels in walking distance. There is nothing of interest near the other suggested location. I'm tired of our City Manager making decisions he wants to happen. He will talk and promise to get votes his way though our City Council. Unfortunately if the council would do their own research they wouldn't always vote what "Staff Recommends" and belive all the half truths he continues to use through his staff. This would not be a subject to talk about today had we been correctly informed. I know this for a fact because my husband is a City Councilman that re
Daniel Leinker	Bakersfield, CA	2016-08-25	HSR should be located in the downtown core.
Debbie Buchanan	San Luis Obispo, CA	2016-08-28	The high speed rail will not benefit anyone except the unions. Tearing up Bakersfield for this is beyond stupid.
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Submission I006 (Adam Cohen, January 16, 2018) - Continued

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	Sean Collins	Bakersfield, CA	2016-09-05	My business is in this area.
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Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Jan Lemucchi	Bakersfield, CA	2017-05-02	Help save Westchester and the Gleaners!
Suzi leal	Bakersfield, CA	2017-05-02	No way is this wanted in my living area what a mess ill be forced to move if this happens .NO.
Caryl Curless	Bakersfield, CA	2017-05-04	Gleaners are such a vital part of caring for the disadvantaged in Bakersfield. Making them move would be such a hardship for the organization.Please don't do one more thing to cause veterans turmoil or change. Please honor them by not destroying their building.
Laurie Everidge	Bakersfield, CA	2017-05-16	Tearing up the Westchester neighborhood has to stop. From what I have read people who should be looking out for their constituents are willing to throw this neighborhood under the rails to line their pockets. We have houses destroyed on 24th Street demolished to widen it at that end of the neighborhood and then they want to destroy the Northside of our neighborhood for their greed?!
Stephen Montgomery	Bakersfield, CA	2017-05-16	HSR should be located at the downtown Truxtun Ave. site, basic alignment along the BNSF with recent minor reroutes to address those few issues that would have degraded other occupancies, mainly Bakersfield High School and Mercy Hospital. Its proximity to other transportation options, shopping, lodging and dining it's a no brainer.

Name	Location	Date	Comment
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Joshua Farrow	Bakersfield, CA	2017-05-21	I live in one of the Westchester homes that is nearest the proposed location for the new bullet train station. I may lose my home and at the very least would be severely impacted by the traffic, noise and increased crime. I am a family of six that chose Westchester as a place to raise a family because of how peaceful it is. It is a beautiful neighborhood and we are really hoping to continue raising our family here.
Samuel Matar	Carson, CA	2017-05-29	CA already has an immense financial burden because of an irresponsible state administration! WE DO NOT NEED HIGH SPEED RAIL!!!
Jose Ortega	Bakersfield, CA	2017-05-30	I have no problem with the HSR. It is something that California has always needed. Don't let people tell us that this is a bad idea.
Jose Ortega	Bakersfield, CA	2017-06-02	The HSR is way past due to California Transportation. I don't see any progress in the westchester area since Montgomery Wards left and the owners of the building have made no effort to bring something new to the area.
Linda Schorr	Bakersfield, CA	2017-06-11	The station placement for the High Speed Rail as described in the letter is very detrimental to Veterans' services, our downtown area, historical Old Town Kern, and long established Westchester neighborhood. Please open your meeting to residents who have constructive comments. This affects all of us!
Quetta Woodard	Bakersfield, CA	2017-07-24	The train should be kept out of our historic communities. It should be in the outskirts of community not directly in.
Nellie Scarborough	Bakersfield, CA	2017-11-10	The citizens do not want this here.
Drew Molhook	Bakersfield, CA	2017-11-10	I want westchester saved
Claudia Roberts	Los Angeles, CA	2017-11-10	Is NOTHING sacred?!!!!
Jaclyn Allen	Bakersfield, CA	2017-11-11	I'm signing this because adding the station in this neighborhood will be detrimental to its well being.
Shawn Flores	Visalia, CA	2017-11-11	No train
Shelly Moore	Taft, CA	2017-11-11	Sad....high speed rail is a waste of this States money
Belinda Ponce	Wasco, CA	2017-11-11	I'm against the high speed train! Many people have to relocate for this stupid thing!
Patty Godwin	Bakersfield, CA	2017-11-19	Prefer Downtown station near Amtrak, Rabobank Arena, hotels and courts. Reject the proposed park and ride plan station that connects to nowhere. Save Westchester residential neighborhood. Yes downtown!

Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Alisa Irey	Bakersfield, CA	2017-11-19	I value the historical significance of the area which wld be affected.
Diane Morton	Dana Point, CA	2017-11-20	My family is from Bakersfield and still lives there. This will totally change the complexion of the neighborhood and is inexcusable to take precedence over veterans!

Name	Location	Date	Comment
Erika Monet	Bakersfield, CA	2017-11-20	Connecting Bakersfield to high speed ruins the neighborhoods and invited higher incidents of crime. Farms will be downsized for more housing to offset the increased population. Keep rural for food.
Pat Mahan	Bakersfield, CA	2017-11-20	Patricia Mahan
janet rossi	Bakersfield, CA	2017-11-20	it seems it may create more traffic problems... and neighborhood problems... when there could be other routes that could possibly be better for the rail and for Bakersfield...
Denise Johnson	Bakersfield, CA	2017-11-22	Against the railway, the biggest waste of money!!
Shawn Cervantes	Santa Cruz, CA	2017-11-27	Having a Veterans clinic is much more important!
Virginia Penilla Monreal	Bakersfield, CA	2017-11-27	I want "Westchester save"
Joanna Rucker	Bakersfield, CA	2017-12-03	I think this is dumb place to put the bullet train everything is downtown. This is so sad for the home owners.
John Jamison	Bakersfield, CA	2017-12-19	The F Street alignment makes no sense whatsoever.
Tiffany Ederer	Bakersfield, CA	2017-12-19	This is my home town!
Victoria Barton	Bakersfield, CA	2017-12-19	I live in Bakersfield and love the city the way it is I know we have to grow and change but not in this way
Richard Magar	Bakersfield, CA	2017-12-20	This is a terrible idea for the Westchester community. It makes no sense at all. The Truxtun location is by far a superior option for this project.
Agustin Bagnas	Bakersfield, CA	2017-12-20	We are losing pieces of our city's history in exchange for growth. Which isnt worth it.
Lana Elfstrom	California	2017-12-20	Downtown just makes sense.

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Ulises Bautista	US	2017-12-21	I live in westchester and it would be nice to have the station in truxtun Ave since it's already in place
Michele Magyar	Bakersfield, CA	2017-12-24	Find another place in town where there are no 217 year old buildings. Old Town Kern is full of nice restaurants.
Ted Elder	Bakersfield, CA	2017-12-24	The station must be placed where people can use it not on the outskirts.
Citizens for Downtown Bakersfield	US	2017-12-25	Please email comments to: Fresno_Bakersfield@hsr.ca.gov
Larry Fredeen	Bakersfield, CA	2017-12-29	Truxtun makes the most sense for the station.
Cianne McGinnis	Bakersfield, CA	2017-12-30	I think downtown is a much better location. Amtrak is there, Greyhound is there, so why not all of the transportation locations near the same location?

Name	Location	Date	Comment
Darlene Vangel	Los Angeles, CA	2018-01-04	F St. location is in a Moronic idea physically and economically. Truxtun location makes much better sense.
Alex Morano	san luis obispo, CA	2018-01-04	As a new bakersfield resident I believe that our downtown would greatly benefit from having access to this station.
Bethany Rowlee	Bakersfield, CA	2018-01-05	I see no logic in putting a station far away from all other transportation hubs. A location at Truxtun where access to the bus and train stations is mere steps away will serve a much better purpose than the other proposed option. A Truxtun station will provide much more efficiency and safety for travellers, and more economic prosperity for downtown.
Amanda Studebaker	Bakersfield, CA	2018-01-06	The Truxtun location would be more central, in a better part of town, and make more sense for the growth of the city. An F Street location makes no sense.

Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Additional Comments

Name	Location	Date	Comment
Lynn Bennett	Bakersfield, CA	2016-04-22	Opposed to high speed rail...period!
Eric Farb	Hanford, CA	2016-04-22	We need a sustainable water system before an unnecessary rail system.
Eve-lyne Thomas	Bakersfield, CA	2016-04-22	Elm St., north of 24th already has: too much traffic by passing 24th, they also speed on our street and run into our cars, and the train noises go on all night long as it is. We don't need more traffic or train noises, it will damage this beautiful neighborhood and bring the cost and value of our homes down.
Ali Rodriguez	Bakersfield, CA	2016-04-22	Don't want traffic on Elm to increase and noise in our neighbor to go up.
Susan Gabin	Bakersfield, CA	2016-04-22	This will decrease our home value and bring MORE traffic in our quiet neighborhood.
Sue Bryan	Bakersfield, CA	2016-04-23	Westchester is one of the more beautiful older neighborhoods in Bakersfield.
Cynthia Bush	Bakersfield, CA	2016-05-06	Nothing positive with this it would bring more destruction and would lower the value of all residential property North and South of the 24th street mess.
Chuck Dickson	Bakersfield, CA	2016-05-06	Water is much more important to the California citizen!
Harry Wilson	Bakersfield, CA	2016-05-06	I'm trying to save the neighborhood!
Katie McNeil	Bakersfield, CA	2016-05-06	I want help protect the historical neighborhood of Westchester in Bakersfield, CA
Anne and Jerry Seydel	Bakersfield, CA	2016-05-07	Opposed to the rail depot at F and Goldenstate Hwy.
Clint Bottoms	Bakersfield, CA	2016-05-07	I am opposed to the high speed rail through Westchester.
Joanna Rucker	Bakersfield, CA	2016-05-07	Do not want all this garbage in my back yard put some where there are not homes like by Rabobank.

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Kern Apartments	Bakersfield, CA	2016-05-07	The Westchester high speed rail will adversely impact our business and properties in the neighborhood.
Hellen Pierce	Bakersfield, CA	2016-05-07	I've lived here many years. I expect to die here. I do not want to see my neighborhood die .
Victor Gomez	Bakersfield, CA	2016-05-07	This project is not for the downtown area.
terri murray	Bakersfield, CA	2016-05-07	I want to preserve this neighborhood!
Suzanne Galindo	Bakersfield, CA	2016-05-07	I'd like to keep my neighborhood free from the elements that might be attracted to the proposed station location. I believe the rail is a viable, worthy idea. But the location is not in the best interest
Name	Location	Date	Comment
			of Westchester or Bakersfield. A more industrial area should be reviewed for the proposed location.
Timothy Sullivan	Bakersfield, CA	2016-05-07	Stop F street station. Save Westchester!
Sally Leyva	Bakersfield, CA	2016-05-07	Sally Leyva
Bret Black	Bakersfield, CA	2016-05-07	I don't want to ruin this historic and rich neighborhood.
Sandie Wheeler	Bakersfield, CA	2016-05-08	Westchester neighborhood is a unique and older neighborhood in Bakersfield. The location of this rail station with put this neighborhood at further risk of vandalism, graffiti, loitering and homeless loitering. We in our neighborhood are seeing more and more of these problems and we are doing what we can to resolve and keep our neighborhood beautiful. There is no other in Bakersfield like Westchester. THERE ARE QUIT A FEW BETTER ALTERNATIVES. PLEASE PLEASE CONSIDER OUR REQUEST.
Patricia Irwin	Bakersfield, CA	2016-05-08	It is not because I don't want to see modernization or advancement rather I feel our BOS makes rash unthought decisions when there are better alternate choices but they don't choose to look at other options opting for true 'Bakersfield fashion' of looking at things with blinders on. I also feel they are not upholding the integrity of our historic neighborhood and they don't really care because they do not live here and don't value it as we who do .
Chris Grimm	Bakersfield, CA	2016-05-08	Placing the train near a residential neighborhood does not represent a well thought out plan for a billion dollar project.

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Judy mclauchlin	Bakersfield, CA	2016-05-08	Besides all aforementioned points, we, my husband and I, also think we will be able to hear train announcements day and night. My husband was an Amtrak engineer and knows first hand the noise pollution issues. Jerry Brown learned first hand about irritating train announcements when he was mayor of Oakland California and lived in Jack London Square, near the Amtrak train station.
Marsha Barnden	Bakersfield, CA	2016-05-09	I DO NOT WANT HIGH SPEED RAIL. Period!
Jake Williams	Bakersfield, CA	2016-05-09	I live in Westchester and my street would be one of the main thoroughfares for traffic.
Bettina Belter	Bakersfield, CA	2016-05-09	To protect the integrity of our Westchester Neighborhood. The High Speed Rail Statuon should be built out way West of town. It's where the majority of the growth & population in Bakersfield dwells. Go WEST young man GO WEST.
Aimee Woodgate	Spring, TX	2016-05-10	My grandparents house is in Westchester!
Lisa Bellue	Bakersfield, CA	2016-05-11	I live in Westchester and do not want to see my neighborhood or surrounding business suffer from the high speed rail. I am in favor of the high-speed rail but it needs to be put in the area that does not uproot family living or local restaurant/marketing.

Name	Location	Date	Comment
Jolynn Vasquez	Bakersfield, CA	2016-05-29	I'm saying this because I do not want anymore unnecessary traffic going through my community. Our pollution is already skyrocketing. An I could only imagine the crime it would bring.
olivia Lopez	Bakersfield, CA	2016-06-10	If the train derails, everything around it will be affected. It's dangerous!!
kent jackson	Bakersfield, CA	2016-06-23	This will ruin my lifetime neighborhood.
Robert Dobrzanski	Bakersfield, CA	2016-06-23	Water should be the pressing issue in the state not a fantasy train that will be over budget and financially unsound from day 1.
Dolores GUILTINAN	Bakersfield, CA	2016-06-24	Although I know that through eminent domain I cannot do anything to save my house, I feel that I should at least be made whole. Where are my rights?
Kristina Black	Bakersfield, CA	2016-06-27	That is my neighborhood. It's a nice neighborhood and I believe moving all those stations there will ruin it.

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Karin Magar	Bakersfield, CA	2016-07-24	I live in the neighborhood
Eve-lyne Thomas	Bakersfield, CA	2016-07-27	Can we also get this petition signed by going door to door? I would be willing to!
Neil Weiting	Bakersfield, CA	2016-07-31	Don't subject a well established neighborhood to the problems that come with bringing the station that close . Put it some where else .
N A	Bakersfield, CA	2016-08-14	The new major transportation hub does not belong in and near one of the oldest and most quaint neighborhoods of the city.
Karen Iascos	Bakersfield, CA	2016-08-15	This is a bad idea to begin with and now it is a bad idea that affects my home life due to the purposed location
Caryn Herren	Bakersfield, CA	2016-08-15	I don't want the noise and increased transient problems
Medina Bates	St.Louis, MO	2016-08-15	my home town
Shawna Haddad	Bakersfield, CA	2016-08-20	Shawna S Haddad
Mary Jones	Bakersfield, CA	2016-08-23	I oppose high-speed rail in Westchester Bakersfield
Courtney Clerico	Bakersfield, CA	2016-08-24	I am a lifelong resident of Westchester and will be devastated if the high speed rail station is placed in my beloved neighborhood. This is NOT okay when there is so many other options!
JENNIFER GRAGG	Bakersfield, CA	2016-08-24	My sister and her family live in Westchester.
LeaAnn Weisbruch	Dallas, TX	2016-08-24	I want my sister to keep her wonderful neighborhood intact and quiet and peaceful!
Pauletta Maxwell	Bakersfield, CA	2016-08-25	I'm not at all in favor of the Bullet Train at Golden State and F Street. That intersection already has traffic issues. The City and State need to work more and listen to us the neighborhoods that will be affected by the noise, the horns blowing and whatever else comes it's way. This is not a practical route. Downtown on
Name	Location	Date	Comment

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

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			Truxton is already set up. The train is there along with a bus system to serve the people traveling. There are restaurants along with hotels in walking distance. There is nothing of interest near the other suggested location. I'm tired of our City Manager making decisions he wants to happen. He will talk and promise to get votes his way through our City Council. Unfortunately if the council would do their own research they wouldn't always vote what 'Staff Recommends' and believe all the half truths he continues to use through his staff. This would not be a subject to talk about today had we been correctly informed. I know this for a fact because my husband is a City Councilman that re
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Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-14

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			WILL MAKE IT VERY DIFFICULT FOR THE PEOPLE THAT NEED IT THE MOST TO GET FOOD. PLEASE LEAVE IT WHERE IT'S AT. YOU WILL BE SAVING SOME LIVES.
Jan Lemucchi	Bakersfield, CA	2017-05-02	Help save Westchester and the Gleaners!
Suzi leal	Bakersfield, CA	2017-05-02	No way is this wanted in my living area what a mess ill be forced to move if this happens .NO.
Caryl Curless	Bakersfield, CA	2017-05-04	Gleaners are such a vital part of caring for the disadvantaged in Bakersfield. Making them move would be such a hardship for the organization.Please don't do one more thing to cause veterans turmoil or change. Please honor them by not destroying their building.
Laurie Everidge	Bakersfield, CA	2017-05-16	Tearing up the Westchester neighborhood has to stop. From what I have read people who should be looking out for their constituents are willing to throw this neighborhood under the rails to line their pockets. We have houses destroyed on 24th Street demolished to widen it at that end of the neighborhood and then they want to destroy the Northside of our neighborhood for their greed?!
Stephen Montgomery	Bakersfield, CA	2017-05-16	HSR should be located at the downtown Truxtun Ave. site, basic alignment along the BNSF with recent minor reroutes to address those few issues that would have degraded other occupancies, mainly Bakersfield High School and Mercy Hospital. Its proximity to other transportation options, shopping, lodging and dining it's a no brainer.

Name	Location	Date	Comment
Joshua Farrow	Bakersfield, CA	2017-05-21	I live in one of the Westchester homes that is nearest the proposed location for the new bullet train station. I may lose my home and at the very least would be severely impacted by the traffic, noise and increased crime. I am a family of six that chose Westchester as a place to raise a family because of how peaceful it is. It is a beautiful neighborhood and we are really hoping to continue raising our family here.

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-14

Samuel Matar	Carson, CA	2017-05-29	CA already has an immense financial burden because of an irresponsible state administration! WE DO NOT NEED HIGH SPEED RAIL!!!
Jose Ortega	Bakersfield, CA	2017-05-30	I have no problem with the HSR. It is something that California has always needed. Don't let people tell us that this is a bad idea.
Jose Ortega	Bakersfield, CA	2017-06-02	The HSR is way past due to California Transportation. I don't see any progress in the westchester area since Montgomery Wards left and the owners of the building have made no effort to bring something new to the area.
Linda Schorr	Bakersfield, CA	2017-06-11	The station placement for the High Speed Rail as described in the letter is very detrimental to Veterans' services, our downtown area, historical Old Town Kern, and long established Westchester neighborhood. Please open your meeting to residents who have constructive comments. This affects all of us!
Quetta Woodard	Bakersfield, CA	2017-07-24	The train should be kept out of our historic communities. It should be in the outskirts of community not directly in.
Nellie Scarborough	Bakersfield, CA	2017-11-10	The citizens do not want this here.
Drew Molhook	Bakersfield, CA	2017-11-10	I want westchester saved
Claudia Roberts	Los Angeles, CA	2017-11-10	Is NOTHING sacred?!!!
Jaclyn Allen	Bakersfield, CA	2017-11-11	I'm signing this because adding the station in this neighborhood will be detrimental to its well being.
Shawn Flores	Visalia, CA	2017-11-11	No train
Shelly Moore	Taft, CA	2017-11-11	Sad...high speed rail is a waste of this States money
Belinda Ponce	Wasco, CA	2017-11-11	I'm against the high speed train! Many people have to relocate for this stupid thing!
Patty Godwin	Bakersfield, CA	2017-11-19	Prefer Downtown station near Amtrak, Rabobank Arena, hotels and courts. Reject the proposed park and ride plan station that connects to nowhere. Save Westchester residential neighborhood. Yes downtown!
Alisa Irely	Bakersfield, CA	2017-11-19	I value the historical significance of the area which wld be affected.

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I006-14

Diane Morton	Dana Point, CA	2017-11-20	My family is from Bakersfield and still lives there. This will totally change the complexion of the neighborhood and is inexcusable to take precedence over veterans!
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Name	Location	Date	Comment
Erika Monet	Bakersfield, CA	2017-11-20	Connecting Bakersfield to high speed ruins the neighborhoods and invited higher incidents of crime. Farms will be downsized for more housing to offset the increased population. Keep rural for food.
Pat Mahan	Bakersfield, CA	2017-11-20	Patricia Mahan
janet rossi	Bakersfield, CA	2017-11-20	it seems it may create more traffic problems... and neighborhood problems... when there could be other routes that could possibly be better for the rail and for Bakersfield...
Denise Johnson	Bakersfield, CA	2017-11-22	Against the railway, the biggest waste of money!!
Shawn Cervantes	Santa Cruz, CA	2017-11-27	Having a Veterans clinic is much more important!
Virginia Penilla Monreal	Bakersfield, CA	2017-11-27	I want "Westcherter save"
Joanna Rucker	Bakersfield, CA	2017-12-03	I think this is dumb place to put the bullet train everything is downtown. This is so sad for the home owners.
John Jamison	Bakersfield, CA	2017-12-19	The F Street alignment makes no sense whatsoever.
Tiffany Ederer	Bakersfield, CA	2017-12-19	This is my home town!
Victoria Barton	Bakersfield, CA	2017-12-19	I live in Bakersfield and love the city the way it is I know we have to grow and change but not in this way
Richard Magar	Bakersfield, CA	2017-12-20	This is a terrible idea for the Westchester community. It makes no sense at all. The Truxtun location is by far a superior option for this project.
Agustin Bagnas	Bakersfield, CA	2017-12-20	We are losing pieces of our city's history in exchange for growth. Which isnt worth it.

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-14

Lana Elfstrom	California	2017-12-20	Downtown just makes sense.
Ulises Bautista	US	2017-12-21	I live in westchester and it would be nice to have the station in truxtun Ave since it's already in place
Michele Magyar	Bakersfield, CA	2017-12-24	Find another place in town where there are no 217 year old buildings. Old Town Kern is full of nice restaurants.
Ted Elder	Bakersfield, CA	2017-12-24	The station must be placed where people can use it not on the outskirts.
Citizens for Downtown Bakersfield	US	2017-12-25	Please email comments to: Fresno_Bakersfield@shar.ca.gov
Larry Predeen	Bakersfield, CA	2017-12-29	Truxtun makes the most sense for the station.
Cianne McGinnis	Bakersfield, CA	2017-12-30	I think downtown is a much better location. Amtrak is there, Greyhound is there, so why not all of the transportation locations near the same location?

Name	Location	Date	Comment
Darlene Vangel	Los Angeles, CA	2018-01-04	F St. location is in a Moronic idea physically and economically. Truxtun location makes much better sense.
Alex Morano	san luis obispo, CA	2018-01-04	As a new bakersfield resident I believe that our downtown would greatly benefit from having access to this station.
Bethany Rowlee	Bakersfield, CA	2018-01-05	I see no logic in putting a station far away from all other transportation hubs. A location at Truxtun where access to the bus and train stations is mere steps away will serve a much better purpose than the other proposed option. A Truxtun station will provide much more efficiency and safety for travellers, and more economic prosperity for downtown.
Amanda Studebaker	Bakersfield, CA	2018-01-06	The Truxtun location would be more central, in a better part of town, and make more sense for the growth of the city. An F Street location makes no sense.

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I006-15

General Comments:

The following documents were not reviewed or considered in the development of this EIR. Some of these studies have already compared a Golden State Avenue vs. a Truxtun Avenue Station. Please review and incorporate the findings of these documents into this EIR.

Metropolitan Bakersfield High Speed Rail Terminal Impact Analysis Report (Author: Kern Council of Governments); Available at: http://www.kerncog.org/wp-content/uploads/2010/04/HSR_Terminal_200307.pdf

Metropolitan Bakersfield Transit Center Study (Author: Kern Council of Governments); Available at: http://www.kerncog.org/wp-content/uploads/2009/10/Metro_Bakersfield_Transit_Center_2015.pdf

Making the Most of High-Speed Rail in California (Author: German Marshall Fund); Available at: <http://www.gmfus.org/publications/making-most-high-speed-rail-california>

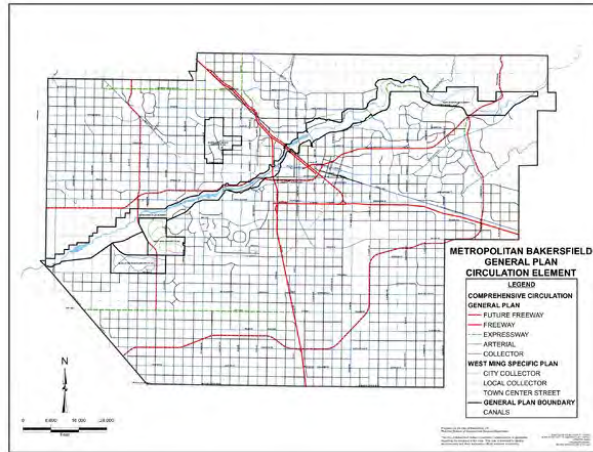
Metropolitan Bakersfield General Plan Circulation Element (Author: City of Bakersfield and County of Kern); Available at: <https://www.kerncounty.com/planning/pdfs/mbgp/mbgptoc.pdf>

I006-16

In particular, this document fails to account for a planned grade separated freeway along Golden State Avenue, including rights-of-way impacts of building high-speed rail on this facility and the future traffic impacts if this facility can no longer be built because of rights-of-way limitations with F-B LGA. At a minimum, potential added costs associated with constructing this facility (or an equivalent replacement facility should be considered and incorporated).

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Submission I006 (Adam Cohen, January 16, 2018) - Continued



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Volume 1

Chapter 1:

I006-17

Page 1-11: "Bakersfield would provide links to a number of bus, light rail, and airport services for intercity travelers to other areas in the state." Please note here that the May 2014 project has a multi-modal connection with Amtrak whereas LGA does not.

I006-18

"Compared to automobile travel, an electric-powered HSR system would reduce carbon dioxide emissions; an HSR trip from Fresno to Bakersfield would save 170 pounds of carbon dioxide for each car making the same trip." Please conduct a study of modal shift and station access. A station at F Street at a highway interchange is not walkable and lacks a multi-modal connection. Please provide two separate estimates of CO₂, one with first-and-last mile connections/feeder rail to the May 2014 project and a separate estimate based on LGA (as the CO₂ reductions are not the same) particularly if one has to drive to the station and/or use a for-hire vehicle service (e.g., taxi/Uber) to connect between Amtrak and a station at F Street. Based on this, please also conduct an analysis of criteria pollutants that take into account variations of cold starts and warm soaks based on differences in station access between LGA and the May 2014 project.

I006-19

"The HSR system provides an opportunity to create transit centers in the central business districts, where mixed land uses (residential, commercial, and business uses) and urban densities are best suited." Please note that a station at F Street is not in the civic center, not within walking distance of major destinations and is disconnected from California and Truxtun Avenue office corridors, a major rider generator/destination for HSR riders.

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

Chapter 2:	
I006-20	<p>"The F-B LGA discussed in this chapter is a new alternative that was not previously evaluated in the Fresno to Bakersfield Section Final EIR/EIS (Authority and Federal Railroad Administration [FRA] 2014)." How is equal protection and due process being addressed? What if another stakeholder or public agency wants a new alternative not previously evaluated to be studied?</p> <p>"While there were additional alternative alignments, stations, and maintenance of infrastructure facility (MOIF) locations that were discussed with the cities of Bakersfield and Shafter, Kern County, and various stakeholders, they were determined infeasible and were not evaluated further in the feasibility analysis." This conflicts with a prior written statement from the CHSRA. A group representing a few hundred stakeholders approached the CHSRA requesting that the LGA alignment be examined with an alternate multi-modal station in Old Town Kern (approximately at Baker and Sumner Streets) with a BNSF Amtrak extension and a secondary Amtrak platform at an Old Town Kern Station. The CHSRA told this stakeholder group that they could not look at an alternative station because the City of Bakersfield did not approve of studying this alternative station site. Again, we renew our request that this alternative station be studied.</p>
I006-21	<p>"As part of the feasibility analysis, the Authority screened alternatives based on HSR design criteria and environmental factors as well as input provided by the Cities of Bakersfield and Shafter, Kern County, and members of the public." The public read about this alternative alignment in the newspaper in December 2014. We repeatedly requested the ability to participate in the feasibility analysis and were denied this opportunity. Many months later we received public records showing that this analysis had been done internally by the CHSRA. Can you please identify what members of the public and what meeting were held to conduct the feasibility analysis? This is separate from Open Houses which were held after the analysis was complete and an alternative was presented to the public.</p>
I006-22	<p>"Based on the screening process, which included input from the Cities of Bakersfield and Shafter and the public, the Authority recommended the F-B LGA for further study (which is comprised of the A2, B1, C1, and D2 alternatives listed above)." Again, the public did not have opportunities to participate prior to the settlement being announced in December 2014 to study the LGA. Can you please describe at what point the public was permitted to participate in this screening process, to include but not limited to outreach materials and public meetings?</p>
I006-23	<p>Page 6. "The May 2014 Project Station would be built at the corner of Truxtun and Union Avenues/SR 204 (Figure 2-1)." Please add "adjacent to Amtrak"</p>
I006-24	<p>Page 6. If nearly 5,000 parking spaces were being added with the May 2014 project, how many parking spaces were being lost behind the convention center/arena? Isn't there a net gain in parking supply near the convention center and arena with the May 2014 project station? Could the parking loss behind the arena been mitigated through a shared parking memorandum of understanding where the arena could use HSR parking during off-peak (evening and weekend times)?</p>
I006-25	<p>Figure 2-1 – Can you please include a quantitative comparison of how many miles of May 2014 project and LGA track are at grade vs. elevated (in addition to the written descriptions previously)? While Chapter 2 states "10.52 miles on embankment or at-grade3 0.43 mile on bridges 0.31 mile on steel</p>
I006-26	<p>truss 1.97 mile on retained fill 9.90 miles on viaduct" It does not include a comparison to the May 2014 project.</p>
I006-27	<p>"The average height of the viaduct is 60 feet above existing ground" – Please include the maximum height of the viaduct as well.</p>
I006-28	<p>Table 2-1 – Please provide a side-by-side comparison with the May 2014 project.</p>
I006-29	<p>"In Bakersfield, in order to minimize impacts to buildings and residents along Sumner Street and Edison Highway, the F-B LGA alignment would be located on a viaduct within the existing roadway right-of-way." This does not minimize the impacts. This creates a dark street environment and creates large pillars which people can hide behind and do illicit activities. Please consider alignment refinements that include: 1) A Station option in Old Town Kern (perhaps over Sumner Street), moving the viaduct to the northside of Sumner Street, or running the viaduct above the Union Pacific tracks.</p>
I006-30	<p>"The proposed F-B LGA station evaluated in this Draft Supplemental EIR/EIS would be located at the intersection of F Street/SR 204." Please evaluate alternative stations in Old Town Kern and another near 7th Standard Road.</p>
I006-31	<p>"The currently proposed F-B LGA F Street Station would be located at the intersection of F Street/SR 204 and would be designed per the High-Speed Train Station Area Development: General Principles and Guidelines" – This is not true. The F-B LGA F Street Station is not designed per the High-Speed Train Station Area Development: General Principles and Guidelines. These General Principles and Guidelines state "To provide maximum opportunity for station area development in accordance with the purpose, need, and objectives for the HST system, the preferred HST station locations would be multi-modal transportation hubs and would typically be in traditional city centers" (second sentence). This describes the May 2014 project station at Truxtun Avenue next to Amtrak, not the station location at F Street. F Street lacks a multi-modal connection to Amtrak and is not walkable to Bakersfield's City Center (approximately 2 miles from F Street Station to the Civic Center versus ½ mile from Truxtun station). Furthermore these guidelines state "...the areas around the stations would include the following features: 1) Higher density development in relation to the existing pattern of development in the surrounding area, along with minimum requirements for density. 2) A mix of land uses (e.g., retail, office, hotels, entertainment, residential) and a mix of housing types to meet the needs of the local community. Different styles of TOD may be appropriate for different HST station areas. 3) A grid street pattern and compact pedestrian-oriented design that promotes walking, bicycle, and transit access with streetscapes that include landscaping, small parks, pedestrian spaces, bus shelters, lighting, wayfinding signs, bike lanes, and bike racks. New buildings should incorporate high energy efficiency and building performance standards." The higher-density development, mixed-land uses, and grid street layout describes the Truxtun location and not the F Street location.</p>
I006-32	<p>"new interchange would eliminate the access ramp from Chester Avenue. Local traffic from Chester Avenue would be required to use F Street to access northbound SR 204." What are the traffic implications for F Street? How many additional AADT?</p>
	<p>Will the 32d & Chester access point serve the same users as the 34th and Chester access point? (Or will one be limited to HOV/or buses etc. Please add more detail on Page 31.</p>

Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-33	"Both the Golden State North and South Frontage Roads would be closed to accommodate the new F Street interchange ramps." What are the traffic implications on nearby streets.
I006-34	"The Amtrak station is located approximately 1 mile south of the proposed F Street Station site." This statement is incorrect. This is measured using a straight line. The fastest walking/driving distance is via CA-204 to either V or Q Streets (both approximately 1.8 miles). Please correct.
I006-35	"With the introduction of HSR service, it is expected that Amtrak San Joaquin rail service would function as a feeder service to the HSR system in the Fresno to Bakersfield area." How will HSR passengers connect between F St Station and Amtrak? It is too far to walk (~1.8 miles). What are the traffic implications and modal assumptions for this connection?
I006-36	Page 35 "Three HV towers are located near Sam Lynn Ball Park, two are located in the proposed F Street Station area, and two are parallel to Elm Street in the city of Bakersfield. The existing HV towers located east and west of the F-B LGA alignment are 110 feet tall and would need to be raised to clear the F-B LGA. At this HV transmission crossing, the existing pair of HV transmission steel lattice towers would be removed from the proposed F-B LGA F Street Station site. To clear the FB LGA F Street Station site, these towers would be relocated north within the Kern River Parkway area between the SR 204 and the UPRR right-of-way." What are the airspace implications of this for Bakersfield Meadows Field, including potential Class C airspace provisions as the city approaches a population of 1 million residents (forecast for 2040).
	Page 38
I006-37	The Metro Bakersfield General Plan calls for CA-204 to be upgraded to a grade separated highway facility. What are the implications of F-B LGA on this future expansion, including rights-of-way and ability to construct?
I006-38	"The travel demand and ridership forecasts discussed in the Fresno to Bakersfield Section Final EIR/EIS (Authority and FRA 2014) have been applied to the F-B LGA." This is an incorrect methodology. As noted by the Kern COG Transit Center study, residential and employment densities are different at Truxtun Avenue vs. F Street station locations. As such, there is differing induced demand at each of these locations. Please use the data from this report http://www.kerncog.org/wp-content/uploads/2009/10/Metro_Bakersfield_Transit_Center_2015.pdf to develop your ridership forecasts for each alignment/station location.
I006-39	"The analysis presented above is based on an assumed 188 train trips in the daytime and 37 trips at night for a total of 225 trains per day." How many of these trips will stop at Bakersfield versus passing through Bakersfield.
I006-40	"There is one proposed station in the F-B LGA." As stated previously, please study alternate station locations at 7 th Standard Road and Old Town Kern.

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Chapter 3: Introduction

Methodology:

I006-41	"Specifically, data sets for traffic, socioeconomic and communities, and agricultural lands have been updated for the May 2014 Project analyses to account for any changes that have occurred since circulation of the Fresno to Bakersfield Section Final EIR/EIS and to reflect the most current conditions in the project area in order to provide an accurate and equivalent comparison with the F-B LGA." The data set used by the CHSRA to evaluate farmland for the May 2014 project is incorrect. The CHSRA previously provided GIS files which include the entire Shafter Heavy Maintenance facility (an optional facility). The farmland numbers (including this optional facility) match the numbers calculated by the CHSRA. The farmland footprint of the heavy maintenance facility should be subtracted so that only the May 2014 project alignment is compared to F-B LGA alignment.
I006-42	"Accordingly, updated traffic counts were taken for F-B LGA study area roadways and intersections, as well as for the May 2014 Project's Truxtun Avenue Station, to accurately reflect roadway modifications not yet developed or planned when the Fresno to Bakersfield Section Final EIR/EIS was approved." Do these traffic counts account for planned improvements under the TRIP program? In other words, there is a lot of current traffic disruption due to the construction of Centennial Corridor, Truxtun/Oak, and other key trip project locations where traffic is temporarily being re-routed until the new highway connection can be completed?
I006-43	"The Authority will not acquire temporary construction staging areas through the right-of-way acquisition process. It will be the responsibility of the Design-Build Contractor to negotiate with the property owners to secure access and temporary use of their property for staging or lay-down areas." – This is a different methodology than what was used for the May 2014 project. The May 2014 project states "The HST project would require acquisition of property necessary for project operation. When the remnant portion of an acquired parcel beyond the right-of-way is too small to sustain current use without other modifications, it would also be acquired. These remnant parcels would not be used for construction and would be sold after project construction. The HMF sites and other identified sites along the alignment would be considered for construction staging." As such, these parcels were included in the farmland and cost calculations for the May 2014 project and subsequently excluded from the F-B LGA – making it an apples-to-oranges comparison. Please correct using the same methodology for construction staging.
I006-44	The May 2014 project further states "To provide the Design-Builder with sufficient potential staging areas, this EIR/EIS includes an evaluation of the environmental impacts of various vacant parcels that are located adjacent to or near parts of the project that would require construction staging and lay-dawn areas such as bridges, elevated structures, etc. Including the impacts from potential construction staging areas results in a conservative analysis because the limits of impacts for each site is identified by parcel boundaries not the actual amount of acres that maybe necessary for staging or storage of materials." Please conduct the same analysis for the F-B LGA as was previously done for the May 2014 project.
I006-45	Broadly, the F-B LGA does not present findings consistently with the May 2014 for a side-by-side comparison. This is evidenced by the differing methodologies described in the two EIRs. For example, the May 2014 project states: "The Environmental Consequences section includes discussion of construction period and project impacts. The analyses assessed whether these impacts would have no

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-45	<p>effect, an adverse effect, or a beneficial effect on environmental resources. These terms have the following meanings:</p> <ul style="list-style-type: none"> • No Effect – The HST alternative would not alter the environmental status quo. • Adverse Effect – The HST alternative would negatively affect the environmental resource value or quality as it exists prior to the project. These effects are qualified as negligible, moderate, or substantial intensity under NEPA and less than significant or significant under CEQA. • Beneficial Effect – The HST alternative would result in improvement of the environmental resource value or quality as it exists prior to the project." <p>This discussion and definitions are noticeable absent from the F-B LGA EIR. Please apply the same level of detail in both environmental documents.</p>
I006-46	<p>"Legal Authority to Implement Offsite Mitigation" – Please provide an example as was done in the May 2014 project.</p>

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I006-47	<p>Chapter 3.2 Transportation</p> <p>"The Authority and FRA considered an updated version of the San Joaquin Corridor Strategic Plan (Caltrans 2008), the Kern Council of Governments (KernCOG), Regional Transportation Plan (2014a), which contains the Kern County Congestion Management Plan, in the preparation of this analysis." Please note this is inconsistent with the May 2014 project as numerous other planning documents previously incorporated were excluded for F-B LGA. Missing documents include:</p> <p>Kern County General Plan (Kern County Planning Department 2009)</p> <p>Metropolitan Bakersfield General Plan (City of Bakersfield and Kern County 2007)</p> <p>Please also review and incorporate the following planning documents</p> <p>Metropolitan Bakersfield High Speed Rail Terminal Impact Analysis Report (Author: Kern Council of Governments); Available at: http://www.kerncog.org/wp-content/uploads/2010/04/HSR_Terminal_200307.pdf</p> <p>Metropolitan Bakersfield Transit Center Study (Author: Kern Council of Governments); Available at: http://www.kerncog.org/wp-content/uploads/2009/10/Metro_Bakersfield_Transit_Center_2015.pdf</p> <p>Making the Most of High-Speed Rail in California (Author: German Marshall Fund); Available at: http://www.gmfus.org/publications/making-most-high-speed-rail-california</p> <p>Metropolitan Bakersfield General Plan Circulation Element (Author: City of Bakersfield and County of Kern); Available at: https://www.kerncounty.com/planning/pdfs/mbgp/mbgptoc.pdf</p>
I006-48	<p>"The F-B LGA has the greatest potential to have long-term impacts on traffic at and near the proposed station, which would attract and concentrate traffic that is entering or exiting the station parking lots and drop-off areas. Therefore, the primary study area for traffic analysis consists of the potentially affected intersections and roadways surrounding the proposed station site. The study area for analysis for the proposed F Street Station includes the extent of the roadway networks and intersections that may experience change in traffic volume of more than 50 peak hour vehicular trips as a result of the project. As a conservative approach, additional intersections and roadway segments were included in the analysis where the project adds fewer than 50 trips and the project may have significant impacts based on recommendations from City staff. Therefore, the study area was defined based on the 50-peak hour project trips threshold and in consultation with representatives at the public works and transportation planning agencies for Kern County, the City of Bakersfield, and the California Department of Transportation (Caltrans, District 6). The study area for impacts extends as far away from the project locations as meaningful traffic changes are detectable without undue speculation. The methodological tools being applied for analysis and evaluating impacts are the same as described in the Fresno to Bakersfield Section Final EIR/EIS (Authority and FRA 2014a)."</p> <p>This is an inconsistent methodology. The methodology for the May 2014 project states:</p> <p>"Information on roadway modifications, crossings, and closures as a result of the proposed HST alternatives is presented in Appendix 2-A, Road Crossings. Information on railroad modifications, crossings, and closures as a result of the proposed HST alternatives is presented in Appendix 2-B, Railroad Crossings. The sections below present data-collecting efforts, the evaluation of those impacts,</p>

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-48	and the results of that evaluation. Both regional and local transportation authorities supplied planned projects and traffic data for existing and forecasted scenarios.
I006-49	<p>Whereas the May 2014 considered traffic impacts along the entire alignment, the F-B LGA only emphasizes and closely examines traffic impacts in the station vicinity. Please re-complete using comparable methodologies and levels of detail for both alignments.</p> <p>"Therefore, the study area was defined based on the 50-peak hour project trips threshold and in consultation with representatives at the public works and transportation planning agencies for Kern County, the City of Bakersfield, and the California Department of Transportation (Caltrans, District 6)." This is also different than the methodology used for the May 2014 project. Please re-complete with the same methodology.</p> <p>Traffic Operation Standards – Please include Table 3.2-2, Table 3.2-3, and Table 3.2-4 (and related discussion) from the May 2014 project in the F-B LGA EIR. The public should be able to read as a standalone document with the same level of detail and explanation.</p> <p>Please re-order sub-sections 3.2.2.3 et seq. to match the same organizational structure as the May 2014 project.</p> <p>"Daily and peak hour traffic from the proposed station alternative were obtained from Section 3.2.3.3 of the Fresno to Bakersfield Section Final EIR/EIS (Authority and FRA 2014a, pages 3.2-8 and 3.2-9). Table 3.2-2 summarizes the project trip generation for the Bakersfield Station area. The relatively close distance between the Truxtun Avenue Station and the F Street Station would not result in different trip generation numbers. The HSR Station trip generation is not affected by the location of the F-B LGA's proposed F Street Station; therefore, analysis of vehicle trip generation was conducted at the Bakersfield Station area level."</p> <p>This is wholly incorrect. The modal connections to/from the Truxtun Station are different to/from the F Street Station. Whereas the Truxtun Station has a side-by-side modal connection to Amtrak feeder service and is approximately ½ mile from the majority of downtown destinations (including an arena, convention center, multiple hotels, the County Administrative Office, City Hall and numerous courthouses; the F-Street Station is approximately 1.5-2 miles from these destinations. As such passengers connecting on rail as well as passengers connecting to/from these destinations to the F Street Station would be required to take a motorized form of transportation (i.e., a private vehicle, taxi, Uber, etc.) whereas they could have walked to the Truxtun Station. Please re-complete this analysis using taking into account differences in distances of the HSR stations to these traffic generators. The CHSRA is encouraged to consult the ITE Trip Generational Manual (10th Edition) as well as other professional resources for conducting this analysis. Finally, the public should have the ability to comment on this revised analysis. The CHSRA is also encouraged to consult the data in this report...</p> <p>Metropolitan Bakersfield Transit Center Study (Author: Kern Council of Governments); Available at: http://www.kerncog.org/wp-content/uploads/2009/10/Metro_Bakersfield_Transit_Center_2015.pdf</p> <p>Which provides employment and residential densities (existing and forecast) both within ¼ and ½ mile of each of the proposed station sites (LGA and May 2014 Project).</p>

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I006-53	"The F-B LGA would not generate any new trips that would contribute to the regional circulation network with the exception of the MOIF and the HSR station." This does not take into account new guidance under SB-743 which requires an analysis of VMT. How would the F-B LGA impact VMT (e.g., vehicles changing their routing due to road closures etc.)
I006-54	May 2014 Project Station Study Area – This analysis needs to be updated taking into account the connecting of CA-58 and Westside Parkway via Centennial Corridor. This is a major East-West capacity enhancement with an exit at Union Avenue that would notably reduce the impacts of traffic to/from the Truxtun Avenue station on surface streets.
I006-55	"There are no existing bike facilities in the immediate vicinity of the Truxtun Avenue Station site. The nearest existing or planned bike lanes are on Chester Avenue, P and Q streets, and Twentyfirst Street (Kern COG 2014a). Pedestrian sidewalks are present on Truxtun, Union, and California avenues in the vicinity of the proposed station site." This statement is incorrect and should be updated. First, there is a linear park that provides active transportation access to the station vicinity (Mill Creek Linear Park). Additionally, it should be noted that there is sufficient rights-of-way to adding striped bikelanes with no capital improvement needed along California Avenue (to the South Entrance of the Truxtun Station site).
I006-56	"Several new freeway corridors are included in the Metropolitan Bakersfield General Plan; however, these projects are not funded and may still require adoption of the corridors (City of Bakersfield and Kern County 2015). The planned freeway and road improvements, (both the Truxtun Avenue station and the F Street station), which may potentially cross the F-B LGA, are the Hageman Road Flyover (EA 08-484500), the Rosedale Highway Off Ramp (EA 06-48462), the 24th Street Improvements (EA 06-493900 and EA 06-484700), and the Centennial Corridor Project." This is not a correct statement. Some of these projects have been funded and are under construction. Consider separating this section into two paragraphs (one that is planned and unfunded) and those that are planned and funded/under construction.
I006-57	"Figure 3.2-10 illustrates state routes and other regionally important roadways in the vicinity of the F-B LGA." Figure 3.2-10 is incorrect and needs to be updated. It excludes other regionally significant roads including Westside Parkway (complete) and Centennial Corridor (under construction). The analysis in this section should be updated to account for these facilities.
I006-58	Figure 3.2-11 does not match the regionally significant roads in 3.2-10. Additionally, Figure 3.2-11 should illustrate Centennial Corridor (under construction) and incorporate the addition of this facility into the analysis.
I006-59	There are additional intersections that need to be studied in addition to those identified in Figure 3.2-12. The California Avenue Corridor accounts for 2.8 million square feet of office and is a major traffic generator/destination for HSR riders. This accounts for approximately 34% of Bakersfield metros 8.3 million square feet of office space. There must be an analysis included of the impacts of HSR on these riders accessing the F Street Station (note Centennial Corridor lacks an Eastbound 58 to Northbound 99 connection – so 100% of this traffic will be on local streets.
I006-60	Give this, please also complete the intersection analysis for both stations at the following intersections: Brundage @ Oak St

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-60	<p>Brundage @ Chester</p> <p>Mohawk St and Truxtun Ave</p> <p>Mohawk St and California Ave</p> <p>Mohawk St and CA-58 (Rosedale Hwy)</p> <p>Mohawk St and Hageman Rd</p>
I006-61 *	<p>Please analyze the Mohawk corridor with the Hageman flyover improvement and without.</p>
I006-62	<p>Please also note, that F Street does not connect South of 16th St. Please also analyze the following intersections for the F Street Station (to account for North/South travel)</p> <p>Brundage @ H Street</p> <p>H Street @ 4th/Palm St</p> <p>H Street @ California Ave</p> <p>H Street @ Truxtun Ave</p> <p>H Street @ 18th St</p> <p>H Street @ 21st St</p> <p>H Street @ CA-178 (both 23rd and 24th St)</p> <p>F Street @ 26th St</p> <p>F Street @ 27th St</p> <p>F Street @ 28th St</p> <p>F Street @ 29th St</p> <p>F Street @ 30th St</p> <p>F Street @ CA-204 (a no build alternative in place of the interchange)</p>
I006-63	<p>Please also include the impacts on San Joaquin Hospital and Memorial Hospital, including the impacts on ambulance times and the ability for patients to access healthcare due to increases in traffic around the F St Station vicinity.</p>
I006-64	<p>Please also analyze the following intersections</p> <p>Chester @ 26th St</p> <p>Chester @ 27th St</p> <p>Chester @ 28th St</p> <p>Chester @ 29th St</p>

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I006-65	<p>Please also analyze the M Street corridor from North/South traffic to/from the F-B LGA Station, including the following intersections:</p> <p>M St @ CA-178 (23rd and 24th St)</p> <p>M St @ 21st St</p> <p>M St @ 19th St</p> <p>M St @ 18th St</p> <p>M St @ 17th St</p> <p>M St @ Truxtun Avenue</p>
I006-66	<p>To address additional traffic between Amtrak and the F Street Station, please also analyze the following intersections for traffic:</p> <p>Truxtun @ M St</p> <p>Truxtun @ L St</p> <p>Truxtun @ Q St</p> <p>Truxtun @ S St</p> <p>Q St @ 18th St</p> <p>Q St @ 19th St</p> <p>Q St @ 24th St</p>
I006-67	<p>Figure 3.2-14 is not legible. Can this be reproduced in a more readable format (its all blurry).</p> <p>Figure 3.2-12 through Figure 3.2-14 – the intersection numbers are not legible. Can you please make these larger or have a key that identifies these? Can you please make these more legible so I can comment?</p> <p>Figure 3.2-15 – The numbers inside the circles are not legible. Can you please make these more legible so I can comment?</p>
I006-68	<p>Non-Motorized Facilities – Please include a an analysis of pedestrian and bicycle stress to/from each of the compared station sites.</p>
I006-69	<p>“As stated in Fresno to Bakersfield Section Final EIR/EIS, between 2009 and 2035, vehicle miles traveled (VMT) are projected to increase by 75 percent in Kern County (Authority and FRA 2014a, page 1-13).” The CHSRA should conduct a local analysis for Bakersfield metro that compares VMT impacts in 2035 with a station at Truxtun versus a station at F Street.</p>
I006-70	<p>“...within the proposed HSR service area, Bakersfield Airport currently serves San Francisco and Los Angeles international airports with a limited number of flights each day. In the next 20 years, total aircraft operations are estimated to increase 20 percent.” This statement is incorrect. Current service from Meadows Field is to San Francisco, Denver and Phoenix (not Los Angeles).</p>

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I006-71	"The change from vehicles to HSR would reduce regional and interregional daily automobile trips and corresponding vehicle delay and congestion and provide traffic safety benefits in areas where the F-B LGA would provide grade separation of existing at-grade rail crossings." This may not be entirely correct due to the position of F-B LGA Station relative to regional employment centers and traffic generators/destinations (e.g., arena, convention center, proximity to the civic center, and California Corridor). Please model and compare the two including but not limited to differences in first/last mile modal shift (i.e., one site is more walkable and bikeable than another, closer to destinations, etc.)
I006-72	"The F-B LGA would not generate any new trips that would contribute to the regional circulation network with the exception of the MOIF and the HSR station." This is completely incorrect. F-B LGA generates new trips between the station and the civic center (e.g., arena, courthouses, and other destinations are close proximity to the Truxtun station. Additionally, F-B LGA definitely creates new trips between feeder rail service (Amtrak) and a F-B LGA station.
I006-73	"However, due to the proposed alignment, modifications would be required to the existing circulation system that includes roadway closures, realignment, redesign of existing interchanges, addition of new traffic signals and roadway widening." Please add "addition of new interchanges – as the intersection of F Street and Golden State Avenue is an addition not really a redesign.
I006-74	"As such, the modifications to the existing circulation system as a result of the proposed project would result in improved traffic operations at most locations within the F-B LGA alignment study area as is illustrated in detail in the F-B LGA TATR" – Again, the CHSRA needs to study impacts of first-and-last mile connections between downtown/Amtrak and the F-B LGA Station.
I006-75	Kern County "There would be two study intersections under future plus project that would experience significant impacts." Please specify which intersections for reader clarity (e.g., a footnote or parenthetical note) Bakersfield "There would be two study intersections under future plus project that would experience significant impacts." Please specify which intersections for reader clarity (e.g., a footnote or parenthetical note) Bakersfield Station Area "One roadway segment under existing plus F-B LGA Station conditions would experience a significant impact." Please specify which roadway segment for reader clarity (e.g., a footnote or parenthetical note) "There would be three study intersections under existing plus F-B LGA Station conditions that would experience significant impacts." Please specify which intersections for reader clarity (e.g., a footnote or parenthetical note)
I006-76	"There would be no significant impacts to freeway segments under existing plus F-B LGA Station conditions" – Please clarify. The City of Bakersfield claims that first/last mile vehicle traffic would use CA-204 via CA-99 for station access almost exclusively. Is this correct? What does the model say? Please add additional description of percentage of traffic leaving the station and which routes the vehicles take (i.e., 30% exit on 34 th Street going east, for example).
I006-77	"One roadway segment under future plus F-B LGA Station conditions would experience a significant impact." Please specify which roadway segment for reader clarity (e.g., a footnote or parenthetical note)

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I006-78	"The HSR project is consistent with the Kern County RTP, which calls for development of an integrated multimodal transportation system and expanded transit service, including further development of passenger rail and HSR service." F-B LGA is not consistent with the Kern County RTP as it lacks a multi-modal connection with Amtrak.
I006-79	"Impacts on Circulation and Emergency Access" – There needs to be a discussion of non-construction (long-term) impacts of HSR on multiple emergency facilities within blocks of the F-B LGA station. What are the impacts of F-B LGA station on emergency and ambulance response times to/from San Joaquin Community Hospital and Memorial Hospital.
I006-80	Page 3.2-55 "Error! Not a valid bookmark self-reference." I would like to reference this but I don't know what its referencing. Can you please include a correction in a revised draft EIR as I would like to reference the original source and comment.
I006-81	"Additionally, the F Street Station would have a direct significant impact on Roadway Segment 64 (30th Street, between F Street and H Street)." What impact does this have on hospital performance.
I006-82	"The currently proposed F-B LGA F Street Station would be located at the intersection of F Street/ SR 204 and would be approximately 46 acres. Out of the total site area, 11.75 acres would be organized into surface and structured parking. Surface parking would be designated on 7 acres with a planned parking capacity of 762 vehicles. Six seven-story parking structures would be located on the station site (on approximately 4.7 acres). The parking structures would include one basement level and a roof deck parking level, and would have total parking capacity for 4,438 vehicles. The total parking capacity (surface parking lots and parking structures) for the station site would accommodate parking for 5,200 vehicles. Therefore, adequate parking will be available on site and the effect on parking would be less than significant impact under CEQA." What about opportunities for expanded parking if the estimated parking is to low. How many additional spaces could be added on surface lots at F-B LGA Station and the May 2014 Project station?
I006-83	"The project is projected to add approximately 900 daily passengers to transit service in the Bakersfield area, including approximately 135 peak-hour passengers. Under existing conditions, approximately 17 transit routes serve the Bakersfield Station area, and the addition of approximately 135 passengers on existing transit routes in the Bakersfield Station area averages about 8 additional passengers per route, assuming equal distribution." Please conduct an origin destination analysis rather than assuming an equal distribution. How many passengers are connecting to/from feeder rail service (Amtrak)? Please also include the impacts on the GET administrative and fleet yard (currently located at the F-B LGA station site, including but not limited to impacts (construction and long-term) and costs to relocate.
I006-84	"An estimated 500 passengers would access the Bakersfield Station on foot or by bicycle each day and bike storage would be provided in the secondary entrance building of the F Street Station and additional bike storage would be accommodated in each of the F Street Station parking structures." This number seems very high given the location of downtown destinations and origin/destination pairs. Please include a discussion of the methodology and a comparison of how many passengers would access the Truxtun Station by bicycle or foot. Please also include a separate modal share by percentage of passengers accessing the F-B LGA station (i.e., X% by bicycle, X% by private vehicle, X% by foot, etc.)

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-85	<p>Mitigation Measures – Please include the addition of a light-rail system to/from F-B LGA Station to downtown, Old Town, Amtrak, and the California Corridor as a mitigation measure to reduce private vehicle/taxi/Uber access to/from the F-B LGA Station.</p> <p>All of the mitigation measures are about improving vehicle access/performance. Please add mitigation measures that emphasize public transit and active transportation access to/from the F-B LGA station.</p> <p>Please add the following mitigation measure “Expand Mill Creek Linear Park South from California Avenue to Brundage to enhance grade-separated active transportation access to/from disadvantaged communities to a station at F-B LGA”</p>
I006-86	<p>“• TR-MM#9. F Street between 30th Street and 24th Street: Convert center two-way left-turn lane to a dedicated northbound through lane. • TR-MM#9. 30th Street between F Street and H Street: Eliminate on-street parking to convert 30th Street from 2-lane Collector to 4-lane Collector.” This has a significant impact on the business community. Please complete an analysis of the impacts on local businesses. How will drivers turn left from F Street onto 26th, 27th, 28th, and 30th streets.</p>
I006-87	<p>Westside Parkway (via Centennial Corridor) is a major east west route that will provide access to HSR at F Street. However, there is no northbound CA-99 or southbound CA-99 connection to/from Centennial Corridor to CA-99 North. As such, drivers accessing the F Street Station will be forced onto local roads rather than taking Westside Parkway to CA-99 to CA-204 (or the reverse). As a mitigation measure, please include 1) Exit Ramp from Centennial Corridor Eastbound to CA-99 Northbound; Exit Ramp CA-99 Southbound to Centennial Corridor Westbound; collector/distributors from Ming Avenue through CA-204 interchange; CA-99 to CA-204 Eastbound ramp (versus exiting airport drive); and CA-204 Westbound to CA-99 Southbound ramp (again versus exiting airport drive). This will improve LOS network-wide for accessing HSR at F Street.</p>
I006-88	<p>Please reconstruct Garces Circle by placing CA-204 below grade (to make F-B LGA Station more walkable to Chester Avenue) and please include a grade separation at CA-204 and M Street and Q Streets to mitigate traffic impacts on local streets.</p>

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I006-89	<p>3.3 Air Quality Global Climate Change</p> <p>3.3.1.2 State – Please add SB 743.</p>
I006-90	<p>“Local study areas are areas of potential major air emission activities along the project alignment, including areas near large construction activities and major traffic pattern changes. Local study areas are generally defined as areas along the alignment, within 1,000 feet of the proposed station, the maintenance of infrastructure facility (MOIF) and affected intersections.” Please also include the air emission activities associated with first and last mile connections to/from F-B LGA Station and downtown as well as the connection to Amtrak and other first/last mile connections.</p>
I006-91	<p>“The LGA analysis utilized the methodology and results that were generated for the Fresno to Bakersfield Final EIR/EIS. As identified in the Fresno to Bakersfield Section Final EIR/EIS, an on-road vehicle emission analysis was conducted using average daily vehicle miles traveled (VMT) estimates and associated average daily speed estimates for each affected county.” This methodology does not account for emissions generated by de-multi-modalizing (disconnecting Amtrak) from the HSR station at F Street. Please develop a methodology that accounts for these emissions.</p>

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

3.4. Noise Vibration

I006-92	Table 3.3-7 Distance Between Sensitive Receptors and the F Street Station – There are a number of sensitive receptors that were mistakenly omitted from this list, including San Joaquin Hospital (less than 1,000 feet from the SE corner of the F Street Station), Kern County Museum (an outdoor museum, less than 200 feet from the north/northeastern side of the F Street Station), and Memorial Hospital (less than ½ mile from the station). Nearby daycare centers include: Venables Family Day Care, Toddler Tech, KCOC Stella Hills Headstart, and Mercies Day Program. Please also include residential on Alder, Cedar, Pine, Beech, 30 th , and Hubbard Streets; and residential on 32d, 33 rd , 34 th , 35 th , 36 th , K, L, M, and O Streets and Jewetta Avenue. Please also include Healing Arts Surgery Center, San Dimas Surgery Center, Riverwalk Surgical Associates, and Millennium Surgery Center. Please also include Golden Living Centers Rehabilitation Center, Stonemark, Pacific Terrace Apartments, Pacific Village, Northridge Apartments, Royal Palms, Villa De Orro Apartments, and the Jewetta Mobile Home Park. Please also include the Bakersfield Elks Lodge, the Veteran Affairs Center, The Universal Church, and the Church (unsure of the name) that is based inside of the former Montgomery Wards building.	I006-98	Kern County Museum, and Sam Lynn Ballpark. Please also note, the residences north of Hubbard Street and west of M Street are all excluded. Additionally, the residences south of 34 th Street and north of 21 st Street are within 2,500 feet and are all excluded. Please add all of these residences and the above facilities into the noise-sensitive analysis.
I006-93	Please also include air quality emissions (and costs) associated with demolishing and relocating industrial parcels along F-B LGA including but not limited to the environmental remediation of brownfield sites and relocation of industrial businesses.	I006-99	"Noise levels were measured at the noise-sensitive land uses throughout the area, as indicated in Tables 3.4-B-1 and 3.4-B-2 in Appendix 3.4-B, Noise and Vibration Measurements, and the measured noise levels ranged from 48 A-weighted decibels (dBA) Ldn along a quiet residential street to 81 dBA Ldn near a major roadway." Please redo this analysis incorporating the previously omitted noise sensitive land uses.
I006-94	"Although it is unknown at this time whether any of the buildings that will be demolished contains asbestos, the SJVAPCD's Compliance Division would be consulted before demolition of any structures begins." There are a lot of older industrial facilities impacted by the F-B LGA project. Please conduct this analysis prior to approving a final EIR. The public has a right to know and comment on these impacts. Please also include an analysis of what Prop-65 chemicals may be emitted during the construction and re-location process. Please develop a mitigation measure to protect the community from both of these hazards.	I006-100	Please add a noise barrier through the Gossamer Grove community in Shafter (just north of 7 th Standard Road)
I006-95	Please include mitigation measures to address the increase in CO concentrations at F Street and 23 rd , 24 th , and 30 th Streets.		Table 3.4-25 Vibration Impacts – Land Use Category 3 is missing Wiell Park (under the tracks) and Valley Oak Charter School (one of the buildings is taken out by the construction of the station). Please redo this analysis with these facilities.
I006-96	"There are no additional measures specific to the F-B LGA. All measures identified in the May 2014 Project would be applicable to the F-B LGA, and would reduce all impacts to a less than significant level under CEQA." Please include mitigation measures that address specific air quality and health impacts for relocating industrial properties along the F-B LGA alignment.		"The remaining receivers include 39 residences, 1 museum, 1 school, and 1 recreational area." Wiell Park is missing. Please redo this analysis with Wiell Park.
I006-97	"However, this screening distance was replaced with a screening distance of 2,500 feet because the FRA screening distance is based on the assumption of 50 trains per day, whereas the proposed F-B LGA project would operate at 225 trains per day." Please specify how many of these trains are stopping in Bakersfield versus passing thru.		
I006-98	"Noise-sensitive land uses include residences, schools, parks, libraries, and hospitals. There are two schools located within the screening distance of 2,500 feet." There are two hospitals within 2,500 feet that are both omitted. Please add San Joaquin Community Hospital and Memorial Hospital. In particular, San Joaquin Hospital is approximately 1,500 feet from the tracks. Additionally, Wiell Park is located underneath the tracks (0 feet away) and Sam Lynn Ballpark and the Kern County Museum (an outdoor facility) are located within 1,500 feet of the tracks to the north. Please also add Wiell Park,		

Submission I006 (Adam Cohen, January 16, 2018) - Continued

3.5 Electromagnetic Fields and Electromagnetic Interference

I006-101 | “affected environment and impact summary discussion included in this section for the May 2014 Project has been extrapolated from the available information contained within the Fresno to Bakersfield Section Final EIR/EIS.” **Please describe in detail how this was done so the public can comment on the methodology and determine if any errors or omissions were made. I would like to be able to comment on this methodology prior to a final EIR.**

I006-102 | “Based on the similarities in land use, power and communications infrastructure, and similar environment, it was concluded that the prevailing electromagnetic fields along the F-B LGA were effectively the same as at locations along the May 2014 Project alignment from Shafter to Bakersfield. There have been no changes to the methods for evaluating impacts. Therefore, the methods identified in Section 3.5.3 of the Fresno to Bakersfield Section Final EIR/EIS (pages 3.56 through 3.5-8) are still applicable.” **The land uses, the number of hospital and medical imaging facilities near F-B LGA is not the same as the May 2014 Project. Additionally, the maximum speeds of the May 2014 project (through downtown Bakersfield) are lower than F-B LGA and therefore produce lower EMF. Please redo this analysis using the following methodological steps. Please also include a comparison based on the maximum speeds for the May 2014 Project (~150 MPH through downtown Bakersfield) and the maximum speeds for F-B LGA (~220 MPH through Central Bakersfield).**

“Maps, surveys, photographs, and database searches to identify land uses in the Fresno to Bakersfield Section that might be susceptible to the EMFs produced by a HST. Such uses include universities, medical institutions, high-tech businesses, and governmental facilities that use equipment that could be affected by new sources of EMFs. Baseline measurements of EMFs were made in accordance with technical guidance developed by the Authority and FRA at selected measurement locations to establish EMF levels representative of existing conditions along the Fresno to Bakersfield Section (Authority and FRA 2010). Using these targeted areas, the reconnaissance described above identified sensitive land uses. Appendix 3.5-A, Technical Study: Pre-Construction Electromagnetic Measurement Survey of 10 Locations along the Fresno to Bakersfield Section, describes the measurement sites and discusses the existing EMF levels that potentially could cause EMI at the measurement sites.

• **A mathematical model of the HST traction electrical system was used to calculate the anticipated maximum 60-Hz magnetic fields that a single HST train would produce. The model incorporates conservative assumptions for the potential EMF impacts of the HST. For example, the projected maximum magnetic fields would exist only for a short time and only in certain locations as the train moves along the track or changes its speed and acceleration. The magnetic field levels decline rapidly as lateral distance from the tracks increases. For most locations and most times, “exposure” to EMFs would not be as great as predicted by the model, which gives peak levels. The EMF model uses a 220-mph speed assumption. The worst-case conditions for magnetic fields would be short term, because train current is not always at a peak level, depending on train speed and acceleration, and because currents split between two tracks, between contact wire and negative feeder, and between front and rear power stations as the train travels down the line. The model identifies how the projected maximum EMF levels vary with lateral distance from the centerline of the tracks. The Draft Environmental Impact Report/Environmental Impact Statement Assessment of California High-Speed Train Alignment Electromagnetic Field Footprint (Footprint Report) (Authority 2010b) describes the modeling methodology and discusses the modeling results for a singletrain HST.**

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I006-102 | • *For the identified sensitive land uses from the field reconnaissance, maximum EMF levels emitted by the HST system were predicted and compared to the measured, existing ambient conditions. Because magnetic fields are expected to be the dominant EMF effect from HST operation,¹ these calculation results serve as the basis for the EMF impact analysis. Impacts were identified based on the difference between the predicted EMF levels and the existing conditions. Where the predicted magnetic fields are comparable to or lower than the typical levels, no adverse impact would occur, and these locations were screened out. Where the predicted magnetic fields are higher than typical levels for exposure, then the potential for EMI is used to evaluate whether adverse impacts could be expected.”*

I006-103 | “Since the Fresno to Bakersfield Section Final EIR/EIS does not evaluate the May 2014 Project as a discrete subsection of the Fresno to Bakersfield Project (as it did for example for the Allensworth Bypass), it does not provide conclusions using intensity thresholds for the May 2014 Project. Therefore, intensity thresholds are not used for the F-B LGA. Instead, the evaluation of impacts under NEPA in this Draft Supplemental EIR/EIS focuses on a comprehensive discussion of the project’s potential impacts in terms of context, intensity, and duration and provides agency decision makers and the public with a comparison between the May 2014 Project and the F-B LGA.” **This is not an acceptable methodology, please re-complete the May 2014 Project (with the Bakersfield subsection broken out) using intensity thresholds and compare directly to F-B LGA using the same methodology. In other words, it’s wholly unacceptable to say that because the EIR segment from Poplar Avenue to Oswell wasn’t a discrete segment in the first EIR that you cannot do this analysis now for comparison.**

I006-104 | “The primary difference between the May 2014 Project and the F-B LGA would be that the F-B LGA would be closer to a larger commercial aviation airport (Meadows Field Airport [BFL]), and the San Joaquin Community Hospital medical facilities would be more distant from the F-B LGA than the Mercy Hospital facilities are from the May 2014 Project.” Please include an analysis that includes San Joaquin Community Hospital’s expansion plans, including master planning and real estate acquisitions (ongoing) that are intended to expand the hospital’s footprint. The impact on these facilities (and the inability to use these facilities and/or change the hospital’s master plan) must be considered both as an environmental and fiscal impact to the F-B LGA project. Please also include medical imaging facilities and offices that support the hospital as well as part of this analysis.

I006-105 | “Figure 3.5-1 Proximity of the San Joaquin Community Hospital to the F-B LGA” – This Figure and associated methodology is incorrect. The current hospital property extends to the corner of 29th and K Street (they may also own property on the SW Corner of Garces Circle). In other words, if the hospital wanted to expand and build a medical facility on this parcel, they may be unable to do so. Please do not measure to the constructed hospital building but rather the entire hospital property to account for long-term space allocation and capital improvements. On this figure, please also add distances to other nearby medical and imaging facilities.

I006-106 | “For the F-B LGA, sensitive locations are greater than 1,000 feet from the proposed alignment. This distance precludes the potential from HSR-produced EMF/EMI, and thus requires no F-B LGA specific mitigation.” Please re-check these distances and impacts from F-B LGA to the San Joaquin Hospital buildings on the east side of Chester (near 27th and 28th St) including but not limited to a cancer treatment facility.

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

3.6 Public Utilities and Energy

- I006-107 | Figure 3.6-2 Natural Gas Transmission Pipelines – Please add an additional figure that identifies the width/capacity of each of the natural gas lines.
- I006-108 | F-B LGA runs parallel to multiple natural gas lines for an extended period. What measures will be taken to protect HSR infrastructure from natural gas leaks/explosions, particularly since the risk to the system is much higher when the tracks parallel this infrastructure versus crossing it.
- I006-109 | Figure 3.6-4. Please add KGET-17 and CBS-29, as both broadcasting facilities are omitted from this map.
- I006-110 | The GET facility currently relies upon large natural gas lines and refueling infrastructure currently located on the F-B LGA Station Site. Where will this be located and have those costs (including the construction of a new natural gas fueling station been factored into the costs estimates of F-B LGA?

3.7 Biological Resources and Wetlands

- I006-111 | “Since the Fresno to Bakersfield Section Final EIR/EIS does not evaluate the May 2014 Project as a discrete subsection of the Fresno to Bakersfield Project (as it did for example for the Allensworth Bypass), it does not provide conclusions using intensity thresholds for the May 2014 Project.” **Please repeat the May 2014 analysis to develop discrete subsection impacts and conduct an intensity analysis between the May 2014 project and F-B LGA.**
- I006-112 | The EIR provides a summary of analysis for the May 2014 project in section 3.7.4.1. In Section 3.7.4.2 however its unclear if this is intended to be a summary of analysis or a section of mitigation measures for F-B LGA. Can you please edit to have consistent organizational structure and sub-headings?
- I006-113 | Please analyze the impacts of having the F-B LGA Station in close proximity, including but not limited to the impacts of station noise, traffic (noise and emissions), and garbage impacts on the Kern River habitat. In other words, what are the impacts of locating a station in close proximity to this habitat versus running tracks above it and placing the station away from the habitat in its entirety.
- I006-114 | “During project design and construction, the Authority and FRA would implement measures to reduce impacts on air quality and hydrology based on applicable design standards.” To minimize the impacts on air quality, please add a grade separation at CA-204 and M Street, CA-204 and Q Street, and CA-204 (Golden State Avenue) and Union Avenue.
- I006-115 | “The overall effect of the HSR project on biological resources would be dependent on the intensity of the project’s effects, the context in which these effects occur, and the measures implemented to mitigate the impacts of the project.” **For this reason, please redo this section using an intensity analysis directly comparing the May 2014 Project and F-B LGA.**

Submission I006 (Adam Cohen, January 16, 2018) - Continued

3.8 Hydrology and Water Resources

- I006-116 | "Since the Fresno to Bakersfield Section Final EIR/EIS does not evaluate the May 2014 Project as a discrete subsection of the Fresno to Bakersfield Project (as it did for example for the Allensworth Bypass), affected environment and impact summary discussion included in this section for the May 2014 Project has been extrapolated from the available information contained within the Fresno to Bakersfield Section Final EIR/EIS." Please explain in more detail what you mean by "extrapolated" in terms of methodological approach.
- I006-117 | "Construction of the Project (such as grading, excavating, constructing the high-speed rail bed) began in 2015 and is anticipated to be completed within six to nine years with laying the trackway and electrification." This statement is under the section titled "Fresno to Bakersfield Locally Generated Alternative" – This is very confusing for the public. Please clarify if you mean construction of F-B LGA began in 2015, or construction of the Fresno to Bakersfield high-speed rail project began in 2015.
- I006-118 | Please note in the executive summary and comparison tables that the May 2014 project would generate 72 acres of new impervious surfaces and the F-B LGA would generate 147 acres of new impervious surfaces.
- I006-119 | Please note in the executive summary and comparison tables that the May 2014 project would disturb approximately 570 acres and that the F-B LGA would disturb 921 acres.

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3.9 Geology, Soils, Seismicity, and Paleontological Resources

- I006-120 | "Geology, Soils, and Seismicity The following Avoidance and Minimization Measures would be applicable to the May 2014 Project as well as the F-B LGA, as relevant to geology, soils, and seismicity." Okay but none of these avoidance or mitigation measures are specific to high-speed rail. For example, are there lessons learned or best practices from other seismically active regions with high-speed rail that could be applicable to California (i.e., Japan)?

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

3.10 Hazardous Materials and Wastes

- I006-121 | Figure 3.10-2 – Please included planned educational facilities that will be built as part of the Gossamer Grove community (currently under construction).
- I006-122 | “Potential Building Material Hazardous Substances” Please add a table that inventories how many buildings within 150 feet of each alignment (May 2014 Project and F-B LGA) have structures constructed prior to 1971, and prior to the 1980s, respectively. While not perfect, this will provide an indicator of what structures are likely to have lead and asbestos, respectively.
- I006-123 | Please include an estimate of the number of contaminated sites within F-B LGA that may require cleanup or remediation. Please provide a cost estimate range (from low to high) of what the cleanup and remediation costs are for F-B LGA compared to the May 2014 project.

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3.11 Safety and Security

- I006-124 | “Emergency medical services are provided by the local fire departments, emergency medical service agencies, and independent ambulance services. Seven hospitals provide emergency medical services to the F-B LGA study area: • Bakersfield Memorial Hospital • Bakersfield Heart Hospital • Healthsouth Bakersfield Rehabilitation Hospital • Kern Medical Center • Mercy Hospital • Mercy Southwest Hospital • San Joaquin Community Hospital” Mercy Southwest Hospital is depicted outside of the 2-mile buffer? Can you please clarify?
- I006-125 | “Meadows Field Airport does not contain an international terminal” – This statement is incorrect. Meadows Field does contain an international terminal. Please refer to: Burger, James. Did the County Waste Millions on International Terminal. *The Bakersfield Californian*. April 29, 2008.
- I006-126 | “The stature of industrial facilities may pose a safety hazard because of the proximity of large industrial process machinery and/or tank storage, including silos, distillation columns, and multistory buildings (all considered tall structures) that are several hundred feet in height. Tall structures pose a safety hazard because of their potential to topple onto HSR facilities due to accidents, severe weather, or terrorist acts. Such tall structures along the F-B LGA (from north to south)” The City of Bakersfield as part of its station area vision plan has proposed multiple 35 story high-rises within 10 feet of the F-B LGA tracks at Garces Circle. Can you please clarify if this development would be prohibited or poses a safety/security risk to the HSR system?
- I006-127 | “Impact S&S #5 – Motor Vehicle, Pedestrian, and Bicycle Accidents Associated with HSR Operations” – Please conduct a safety study that includes increases in pedestrian and vehicle traffic due to HSR at Garces Circle.
- I006-128 | Increased Response Times for Fire, Rescue, and Emergency Services – Please conduct a study of increased response times to/from Memorial and San Joaquin Community Hospitals due to increased traffic around the station area, including but not limited to Garces Circle.
- I006-129 | “The F-B LGA design would include embankments as tall as 60 feet through Shafter and viaducts as tall as 65 feet above ground through Bakersfield (Figure 2-1, provided in Chapter 2, F-B LGA Description, of this Draft Supplemental EIR/EIS).” The Bold Statement is incorrect. Please refer to Volume 3, Section A, PDF Page 64 of 84. As you will see, along Golden State Avenue between CA-178 and Union Avenue, the FB-LGA Track Profiles rises to approximately 73 feet. Please correct.
- I006-130 | “The Part 77 Horizontal Surface of Meadows Field Airport begins 150 feet above the airport elevation of 507 feet above mean sea level, at 657 feet above mean sea level. The average elevation of the F-B LGA in this area is approximately 495 feet above mean sea level (which includes an average ground level elevation of 450 feet plus 60 feet for the F-B LGA retained fill structure), approximately 162 feet below the Meadows Field Airport’s horizontal surface. The F-B LGA would therefore not penetrate the airport’s Part 77 airspace surfaces.” Please explain how this will be impacted with a future Class C airspace upgrade as well as a planned north-south runway.
- I006-131 | “Railroad, and public transit facilities are a compatible use in Zone C of Meadows Field Airport; therefore, the F-B LGA would be an allowable use in Zone C.” Please conduct an analysis of the electro magnetic impacts of F-B LGA tracks on aircraft landing systems on the approach path into Meadows Field.

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-132 | For Mitigation Measures S&S MM#2 and #3, please include a cost estimate for purchasing the property underneath the F-B LGA Viaduct and please confirm its inclusion in the overall cost estimates for F-B LGA.

3.12 Socioeconomics and Communities

I006-133 | "This methodology to assess the economic effects on the agricultural industry provides an indication of impacts across the region and allows for the comparison of the HSR project alternatives. Some individual agricultural operations would be affected more than others, and this cost to agricultural operations would be considered on a case-by-case basis during the land acquisition phase of the project. In order to perform a direct comparison between the May 2014 Project and the F-B LGA, displacement data for the May 2014 Project was updated to account for any changes that have occurred since the analysis performed for the Fresno to Bakersfield Section Community Impact Assessment Technical Report (Authority and FRA 2012). This updated information is provided in Section 5 of the F-B LGA: Community Impact Assessment Technical Report (Authority and FRA 2017) and the side-by-side comparison using 2015/2016 data is provided in Technical Appendix 8-A." The farmland data in this EIR overestimates incorrectly the farmland impacted by the May 2014 Project by including the Shafter Heavy Maintenance Facility as agriculture land removed by the May 2014 Project Alignment (even though the Heavy Maintenance Facility is separate from the actual alignment). Please recalculate the analysis of the May 2014 project excluding the Shafter Heavy Maintenance Facility.

I006-134 | Employment – Please include an estimate of the number of jobs lost associated with commercial facilities impacted by F-B LGA who may not chose to relocate (i.e., shut down, retire, or not relocate).

I006-135 | "Overall, property and sales tax revenues are expected to increase as a result of the project. Short-term reductions in property tax revenues caused by private property being acquired for a public transportation purpose, and related sales tax revenue reductions associated with relocating businesses will cause a tax revenue reduction. These revenue losses, however, are expected to be more than offset by both short-term increases in sales tax revenues from construction spending and long-term increases in the regional property and sales tax bases resulting from increased property values and new economic development through improved connectivity of the region to the rest of the state." The compares the F-B LGA to a no-build alternative but does not compare it to the May 2014 Project. Please re-complete this analysis comparing F-B LGA directly to the May 2014 Project.

I006-136 | "Figure 3.12-2 Fresno to Bakersfield Locally Generated Alternative and Alternative Alignments" – Please remove other alignments that have already been deemed unfeasible. The only alignments that should be on the map are F-B LGA and the May 2014 Project.

I006-137 | "Given that a pre-existing division already exists along the F-B LGA alignment in Bakersfield, the F-B LGA would not introduce a new division through these neighborhoods." This is not true. F-B LGA creates an elevated viaduct that bisects the Old Town Kern neighborhood along Sumner Street. Please adjust to reflect the impact on Old Town Kern. As such, F-B LGA does contribute to the division of existing neighborhoods in Bakersfield along CA-99, CA-204, and Sumner Street by widening existing barriers and creating an elevated viaduct where none presently exists.

I006-138 | "Population characteristics data are not available for the study area itself, which, as stated above, is the area within 0.5 mile of the alignment and station footprints." Why can't census block level data be used in conjunction with GIS to determine population characteristics within the alignment and station footprints?

Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-139 | “The F-B LGA was designed in part to avoid as much division as feasible, and therefore travels along existing rail and highway corridors. As the F-B LGA would not traverse city neighborhoods, unlike the May 2014 Project, analysis does not require segmentation.” As stated previously, F-B LGA widens existing transportation barriers and creates a new one in Old Town Kern. Please delete the above footnote. Please also note, Figure 4-2 and Figure 4-3 shows F-B LGA departing from existing rail corridors. Please delete “travels along existing rail corridors” throughout the document.

I006-140 | “Between 2000 and 2013, the number of housing units in Kern County increased by 23.5 percent, slightly more than the region’s 20.1 percent increase.” 20.1 percent increase in what? People? Households? Please be more specific.

I006-141 | “The community of Oildale experienced an 11.7 percent increase in its housing stock, substantially less than Kern County (23.5 percent) and the region (20.1 percent).” – Ok but this community has reached build out whereas much of Bakersfield is developing greenfields for housing.

I006-142 | “The City of Bakersfield is the largest city and main commercial center in Kern County and is located at the southern end of the San Joaquin Valley, equidistant from Fresno to the north and Los Angeles to the south. Bakersfield offers a wide array of community facilities and amenities compared with the smaller communities in the region. The study area includes the Central, Northeast, and Northwest districts of the City of Bakersfield. Bakersfield offers a wide array of outdoor recreation and cultural amenities. The city has a convention center, a symphony orchestra, a planetarium, an art museum, a natural history museum, the California Living Museum (Bakersfield Zoo), the Metropolitan Recreation Center, Lori Brock Children’s Museum, and the Kern County Museum, which includes Pioneer Village and the Historic Reference Library. The city also has its own professional baseball, football, basketball, and hockey teams, as well as three public golf courses and numerous private country clubs. The city is home to the 40-acre Kern County Soccer Park, with 24 playing fields. The city maintains 53 local parks offering a variety of recreational resources, as well as miles of biking and hiking trails, including a portion of the Kern River Parkway. Other local points of interest include Old Town, with a concentration of Basque restaurants, the Buck Owens Crystal Palace, the Majestic Fox Theater, and other theater and music venues. A community facility of particular note in the City of Bakersfield is the Mercado Latino Tianguis (Mercado), a shopping complex in the city’s Northeast District that re-creates the feel of a Mexican village market. This facility is not a single business entity; rather, it rents stall space to approximately 105 small businesses and microbusinesses that cater to Kern County’s Hispanic population. Public safety facilities in the city limits include four police stations and County Sheriff facilities that include a station, jail, and crime lab. In addition, two federal law enforcement agencies have offices in the study area—the Federal Bureau of Investigation and the Federal Bureau of Alcohol, Tobacco and Firearms. Bakersfield’s 26 fire stations are spread throughout the city, with one located in the study area, approximately 0.4 miles from the proposed alignment. Other public service buildings and facilities located in the study area in Bakersfield include U.S. Department of Veterans Affairs, Kern County Government Office, Kern County Parks and Recreation Department, and the State of California Government Office. The City of Bakersfield has 71 licensed healthcare facilities (10 hospitals, 23 hospices, 10 longterm care, and 28 clinics) (California Health and Human Services Agency 2015). Healthcare facilities located in the study area in Bakersfield include the San Joaquin Community Hospital, Bakersfield Healthcare Center, Pegasus Dialysis LLC, East Bakersfield Dental Clinic, Bakersfield Health Services, All Kids Dental Surgery Center, Old Town Kern Community Health Center, and Adventist Health Home Care Services of Bakersfield. The Bakersfield City School District and the Kern High School District are the largest in the Bakersfield area, with 41

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I006-142 | elementary and middle schools in the Bakersfield City School District serving 29,684 students in the 2013–14 academic year and 24 high schools in the Kern High School District, 19 of which are located in Bakersfield, serving 37,100 students during the same period (Education Data Partnership 2015a). Several other school districts serve the area, including Rosedale Unified (5,384 students), Fruitvale Elementary (3,313 students), Fairfax Elementary (2,405 students), and Edison Elementary (1,108 students) (Education Data Partnership 2015a). Bakersfield schools in the study area include Horace Mann Elementary School, Vista East High School, Mount Vernon Elementary School, Sierra Middle School, Virginia Avenue Elementary School, Bethel Apostolic Academy, Bethel Christian School, Stella Hills Elementary School, Pioneer Drive Elementary School, Ramon Garza Elementary School, Downtown Elementary School, Blanton Education Center, Legacy Christian Academy, Owens Intermediate School, International South Sikaran Academy, Bakersfield Adult School, Valley Oaks Charter School, Williams Elementary School, and San Lauren Elementary School. Seven city-owned parks are located in the study area for the F-B LGA in Bakersfield, two of which the F-B LGA would cross over: the Kern River Parkway and Weill Park (see Section 3.15, Parks, Recreation and Open Space, of this Draft Supplemental EIR/EIS). The Kern River Parkway is a 1,033-acre, 32-mile linear community park with bike paths, pedestrian, and equestrian facilities. Other recreational facilities include a fishing pond, fitness parcourse, horseshoe pit, skate park, and picnic tables. The park facility at the proposed alignment crossing consists of an asphalt bike path located on top of an earthen levee and a pedestrian footpath. The parkway connects several city parks along the Kern River. The F-B LGA would also cross over Weill Park, a 1.6-acre park with grass areas and trees. The three remaining parks that are in the study area include Joshua Park, providing a grass area; Central Park, offering a volleyball court, picnic tables, and a tot lot; and Uplands of the Kern River Parkway, a 14-acre park with overlook platforms, an equestrian trail, and natural walking paths (City of Bakersfield 2015b).” **Please re-draft this section and remove facilities and cultural resources that are not located within the ½ mile study area.**

I006-143 | “The Truxtun Avenue station would encourage area growth including commuter and traveler oriented business and services.” This is a key finding. Please note this in the executive summary.

I006-144 | “Table 3.12-18 Community Facilities Affected by the Fresno to Bakersfield Locally Generated Alternative” – Please add the Kern County Museum and Sam Lynn Ballpark

I006-145 | “the F-B LGA would not contribute to further community division or disruptions of patterns of community interactions” and “Given that these communities are already divided by existing transportation corridors, construction and operation of the F-B LGA would not result in the disruption or division of existing communities or bring about changes in community character that could alter social interactions or affect community cohesion” – This is not correct. The addition of an elevated viaduct and the displacement of parcels between the Union Pacific Railroad and CA-204 further contributes to community divisions.

I006-146 | “Where the alignment follows an existing transportation corridor, it would not divide an existing community because the project would not introduce a new barrier.” This is not true. Current transportation corridors are at-grade. F-B LGA adds an elevated viaduct creating a vertical barrier that does not currently exist.

I006-147 | “The F-B LGA would not, therefore, block passage on any of the streets that cross the F-B LGA through the city, and existing connections and linkages between neighborhoods would be maintained.” Please

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-147 | check this statement against planned street closures and correct accordingly, such as 24th Street and CA-204.

I006-148 | “In the rural areas of Shafter that are east of Cherry Avenue and in the rural unincorporated areas of Kern County between Shafter and Bakersfield, the F-B LGA would run through existing farmland elevated on embankment. Although some individual farming operations would be affected, there would be no other displacements of homes, businesses, or community facilities through this section of the F-B LGA.” Please address the impacts of F-B LGA on the Gossamer Grove community currently entitled and under construction in this area.

I006-149 | “In total along the entire F-B LGA, an estimated 86 residential units and 262 residents would be displaced (Table 3.12-20). The displaced residential units would include 13 single-family homes, 55 multi-family units, and 18 mobile homes. These displacements would occur throughout the study area, and include 3 units and 12 residents in the City of Shafter, 23 units and 62 residents in the community of Oildale, 29 units and 90 residents in the City of Bakersfield, and 31 units and 98 residents in the remaining portions of unincorporated Kern County.” Please include a discussion of the displacements associated with entitled and planned properties within the Gossamer Grove Community and the impact of F-B LGA on the Gossamer Grove Master Plan.

I006-150 | “The F-B LGA would result in a considerable number of relocations, totaling 378 businesses and 3,109 employees, most of which would be located in the incorporated and unincorporated areas of the Bakersfield metropolitan area. Although there is sufficient replacement space for businesses in these communities, it represents the majority of all commercial and industrial relocations along the entire Fresno to Bakersfield Section of the HSR project. Given the high number of relocations and the need for property improvements to accommodate some of these relocations, the impact of on business operations would be substantial.” Please conduct an economic analysis of this impact. Please also estimate the cost of relocations and include this in the F-B LGA overall project cost estimate.

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3.13 Station Planning, Land Use, and Development

I006-151 | “The development of the HSR project involves collaboration with the City of Bakersfield on updates to the Metropolitan Bakersfield General Plan, the development of the Station Area Vision Plan, and changes to land use planning processes in order to establish opportunities for enhanced transit-oriented development (TOD) around the station.” Please delete the reference to the “Station Area Vision Plan” as this document has not been environmentally cleared through CEQA.

I006-152 | “Please refer to pages 3.12-2 and 3.12-3 of Section 3.13.2.2 of the Fresno to Bakersfield Section Final EIR/EIS for a discussion of the project’s compliance with the California Land Conservation Act, the Sustainable Communities and Climate Protection Act, and the California State Planning and Zoning Law regarding land use.” It is insufficient to state that the project is in compliance with these laws and regulations. Please analyze whether F-B LGA is in compliance with these.

I006-153 | “In addition to these plans, the State of California is preparing the 2018 California State Rail Plan that will present a vision and strategies for California’s passenger rail network of the future that will guide implementation of an integrated passenger rail network.” F-B LGA is inconsistent with the 2018 California State Rail Plan. The California Rail plan states “Integrating rail systems with multimodal transportation and land use planning that minimizes sprawl offers residents, workers, and tourists more travel choices and better access to jobs, retail, entertainment, recreational facilities, and open spaces. A connected statewide network will improve the quality of life for all, and help mitigate concerns regarding access, particularly for those people living in transit-dependent households, which are often vulnerable communities” and “Support development of safe, reliable, efficient, and interconnected multimodal travel options” and CTP 2040 Goals of “Improve Multimodal Mobility and Accessibility for All People” and “Preserve the Multimodal Transportation System.” By de-multimodalizing HSR from Amtrak in Bakersfield, please specify how F-B LGA is consistent with the state rail plan and CTP 2040?

I006-154 | “The study area for the Bakersfield HSR Station Area Vision Plan includes the proposed location of the F Street Station evaluated in this Supplemental EIR/EIS and the Truxtun Avenue Station evaluated in pages 3.13-30 through 3.13-32 of the Fresno to Bakersfield Section Final EIR/EIS.” Please note, this study did not include Truxtun Avenue Station in spite of repeated requests that the City of Bakersfield do so. As you will see from the attached plan, the City of Bakersfield refuses to note a conceptual high-speed rail station at Truxtun Avenue; they only depict F Street on their final vision plan documents.
<http://www.bakersfieldcity.us/civicax/filebank/blobdload.aspx?BlobID=30579>
 As such, it is requested that you remove references to this document as the City of Bakersfield only planned for one station, not both.

I006-155 | “The alignment would require the conversion of the Bakersfield Homeless Shelter.” This state is said twice and is only listed as an impact under the May 2014 Project, however, F-B LGA also requires the conversion of the Bakersfield Homeless Shelter. Please either delete all references to the Bakersfield Homeless Shelter or specifically add the following statements to F-B LGA section:
 “The F-B LGA alignment would require the conversion of the Bakersfield Homeless Shelter” and “With the F-B LGA alignment, the conversion of residential, commercial, and industrial land, including the Bakersfield Homeless Shelter, would substantially change the pattern and intensity of the use of the land”

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-156	<p>"Approximately 11.2 miles of the proposed alignment would be located adjacent to or on existing railroad property." Please specify how many miles of the proposed May 2014 project alignment would be located adjacent to or on railroad property."</p> <p>"The 24.16-mile alignment would traverse commercial and industrial land in Shafter, and would generally run adjacent to the BNSF railroad through agricultural land as it runs southerly towards Bakersfield." Please specify how many miles would be located adjacent to or on existing railroad property.</p>
I006-157	<p>"Approximately 9.6 miles of the F-B LGA would cross land that is primarily in agricultural production or related land uses (e.g., agricultural product processing and storage facilities)." In addition to distance, please add the acreage here as well (perhaps as a parenthetical note).</p>
I006-159	<p>"The F-B LGA through Shafter traverses urban and agricultural environments. Through Shafter, the alignment would be located adjacent to the BNSF Railway (BNSF). Existing land uses along the alignment include transportation facilities, industrial, agriculture, parks, community facilities, and commercial. Some residential uses are located nearby. The alignment diverges from the BNSF south of East Los Angeles Street as it curves to the east." Please note that the F-B LGA bisects the Gossamer Grove residential community.</p>
I006-158	
I006-160	<p>"Calloway Canal, the Friant-Kern Canal, and the Beardsley Canal. North of Saco, the F-B LGA begins to run adjacent to State Route (SR) 99, and land uses shift to agriculture, oil-related light industrial, and commercial, including two entitled but undeveloped sites: the Gossamer Grove Specific Plan Area, a residential master planned community; and Saco Ranch, a commercial and office project (Cox 2015)." Please correct. In 2015, Gossamer Grove was entitled and undeveloped, however in 2017, Gossamer Grove is partially developed. Please specify that Gossamer Grove is entitled, partially developed, and under construction.</p>
I006-161	<p>"The alignment crosses SR 99 in the Olive Drive area and traverses vacant and underutilized land, industrial uses, and residential properties. The alignment crosses over the Kern River Parkway, a native riparian area that extends over 30 miles through Bakersfield along the Kern River (City of Bakersfield 2015d)." Please specify what percentage of a one-mile radius around the station is located in the Kern River floodplain.</p>
I006-162	<p>"Table 3.13-1 Planned Development in the F-B LGA Station Site Study Area" – Please add the Golden Empire Transit District facility, as this is currently entitled within the F-B LGA Station Area.</p>
I006-163	<p>Page 3.13-10 "In Bakersfield, the conversion of residential, commercial, and industrial land, including the Bakersfield Homeless Shelter, would substantially change the pattern and intensity of the use of the land and would be incompatible with adjacent land uses as well as existing plans and policies." Please delete the reference to the Bakersfield Homeless Center or add this same note explicitly to the section on F-B LGA.</p>
I006-164	<p>"The determination of incompatibility in the Fresno to Bakersfield Section Final EIR/EIS was based on input from the City of Bakersfield, which noted that the Preferred Alternative alignment identified in the Fresno to Bakersfield Section Final EIR/EIS would severely impact the City's facilities, freeway projects, and businesses, including its Municipal Services Corporation Yard, and Rabobank Arena parking, in addition to private residences, businesses, schools, churches, and medical facilities. Based</p>

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I006-164	<p>on this, the land use effect of the Truxtun Avenue Station would be significant under CEQA." I cannot locate this in any public comments from the City of Bakersfield to the CHSRA during the May 2014 Revised Draft and Final EIRs. Please delete the bold section and replace with the following language from the actual EIR <i>"The Bakersfield Hybrid Alternative would convert slightly less commercial and industrial land than the BNSF Alternative. In Bakersfield's Central District, the Bakersfield Hybrid Alternative would avoid the impacts on Bakersfield High School associated with the BNSF Alternative. In the Northeast District, the Bakersfield Hybrid Alternative would cause less conversion of existing residential land use than the BNSF and Bakersfield South alternatives in the neighborhood southeast of the downtown area roughly between East Truxtun and East California avenues, and from Union Avenue to Oswell Street. However, land use conversion under the Bakersfield Hybrid Alternative would include the Bakersfield Homeless Shelter. This alternative would convert far fewer lands designated as Other in Tables 3.13-1 and 3.13-2, including rights-of-way, transportation, and vacant lands than the BNSF Alternative, but it would convert more land overall than the BNSF Alternative. Conversion of this land would substantially change the pattern and intensity of the use of the land and would be incompatible with adjacent land uses and existing plans and policies."</i></p>
I006-165	<p>"Bakersfield ridership and parking demand would result in changes in demand for parking in the transition to the full HSR system. The Truxtun Avenue Station would provide up to 4,500 parking spaces after the station is completed, although the full 2035 parking demand is estimated to be 8,100 spaces (Authority and FRA 2014: page 3.13-49). It is unknown at this time how the additional parking spaces would be provided. The 4,500 spaces would be provided in three or four parking structures. Construction of any new parking garages in most commercial zones would result in land use changes, but would not be incompatible because current zoning allows parking structures." Please add an additional statement suggesting that further study be conducted to respond to changes in transportation technologies. Recommended language "The growth of ridehailing services (i.e., Uber) since 2014 and future forecast impacts of automated vehicles create uncertainty about future parking demand in 2035. More detailed study is needed to determine if 8,100 parking spaces will still be required upon full build out at this station site."</p>
I006-166	<p>"Table 3.13-2 Permanent Land Use Impacts (acres)" – Please add a category for entitled and under development residential single-family. Please confirm that this table includes acreage required for the interchange at F Street and Golden State Avenue (or recalculate and update as appropriate)</p>
I006-167	<p>"Approximately 9.6 miles of the F-B LGA cross lands largely designated and zoned for agricultural use, and 11.6 miles is adjacent to railroad ROW." Please specify how many miles of the May 2014 project is adjacent to railroad ROW.</p>
I006-168	<p>"Because the land uses adjacent to the station site are either transportation-related or a community facility, the station would not cause a substantial change in pattern or intensity of adjacent land use that would be incompatible with existing land uses." This is not correct. There is a very large residential, including single family community within 1/8-1/4 mile of the F Street Station Site. Please add the following statement "The close proximity of the station to the Westchester Rivera residential neighborhood could cause a substantial change in pattern or intensity of development in that neighborhood. The station could cause an adverse effect on existing low-density residential development that could change the nature or character of that neighborhood. Therefore the impact would be more than significant under CEQA for this community."</p>

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-169 | "Additional parking areas will be identified in the future in the downtown Bakersfield area to accommodate both passengers and visitors to the station area, and to encourage land uses that would support other development types." Please specify or recommend sites for additional parking, given the land constraints surrounding the station, such as the Kern River, Kern Museum, and San Joaquin Community Hospital.

I006-170 | "According to the Final Draft 30-Year Phased Development Strategy (City of Bakersfield 2016b), the City intends to substantially increase retail, residential, office, and hotel development in the areas surrounding the HSR station through policies and strategies promoting infill development, and business attraction." Please delete the reference to this study as it has not gone through a pending EIR process and fails to acknowledge two proposed high-speed rail stations.

I006-171 | "The Bakersfield F Street Station would induce desired residential" This is a significant impact on the Westchester neighborhood

I006-172 | "The Kern Council of Governments Metropolitan Bakersfield Transit Center Study (Kern Council of Governments 2015) identified the proposed F Street Station as a possible location for a "Transit Center" in Bakersfield due to anticipated growth and higher demand for transit service." Actually, this study deemed F Street as not suitable for a high-speed rail station. Please include this notable finding in this paragraph.

I006-173 | "It also identifies the need for connectivity of various existing and future transit service connections. The proposed F Street Station is approximately 1.5 miles from the Bakersfield Amtrak Station and would be designed as a multi-modal transportation hub that would maximize intermodal transportation opportunities, meeting overall project objectives consistent with the voter-approved Proposition 1A." For clarity for the public, please say "Whereas the May 2014 project would include a direct intermodal connection with Amtrak, the proposed F Street Station is approximately 1.5 miles away at opposite peripheral ends of downtown."

I006-174 | "Based on information provided by City of Bakersfield staff (Kitchen 2017), the Station Area Vision Plan is anticipated to contain recommendations for transit improvements including ..." This Station Area Vision Plan has not cleared CEQA in spite of a pending Notice of Preparation for more than a year. Please delete all references to the Station Area vision Plan until a final CEQA EIR is complete.

I006-175 | Figure 3.13-3 Station Connectivity—Bakersfield F Street Station – Please add a red dotted line depicting the walking times and distances to/from the F Street Station to/from the Downtown Transit Center; and to/from the F Street Station to/from the Bakersfield Amtrak Station.

I006-176 | "The proposed Bakersfield F Street Station would be compatible with local zoning for higher density development." Please explain in this section that part of the station area surround F Street is located in the glide slope buffer of Bakersfield Meadows Field and subject to height limitations. Please discuss how these height limitations could limit the future density and intensity of development around the Bakersfield F Street Station site.

I006-177 | "Ultimately, the City of Bakersfield would be responsible for implementing the guidelines to focus growth in the station area. The City's future HSR Station Area Vision Plan and subsequent environmental review, while partially funded by the Authority, are not a part of this analysis." If the Station Area Vision Plan is not part of this analysis, why is the document repeatedly referenced, discussed, and cited?

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I006-178 | "Approximately 6 percent of the F Street Station study area is underutilized or vacant, and surrounding development is characterized as aging, single-story industrial warehouses with large parking areas. Therefore, compared to the Truxtun Avenue Station, the F Street Station presents more opportunities for infill development, revitalization of existing large buildings, new job creation, and transit-oriented housing." This is an incorrect statement given that approximately 20-25% of the station area is located in a floodplain. Please add the following statement "Approximately 23 percent of the F Street Station study area is located in a flood plain with development restrictions. Therefore, compared to the Truxtun Avenue Station, the F Street Station presents less opportunities for infill development, revitalization of existing large buildings, new job creation, and transit-oriented housing."

I006-179 | "Approximately 6 percent of the F Street Station study area is underutilized or vacant, and surrounding development is characterized as aging, single-story industrial warehouses with large parking areas. Therefore, compared to the Truxtun Avenue Station, the F Street Station presents more opportunities for infill development, revitalization of existing large buildings, new job creation, and transit-oriented housing." Please note, this statement directly conflicts with multiple high-speed rail and economic studies comparing the Truxtun Avenue and a Golden State Avenue Station. In pertinent part, the Kern COG Terminal Impact Analysis Report states **"The Truxtun Station is located within walking distance of the downtown area including two hotels, the convention center, many government office buildings and Bakersfield's new Ice Center and new McMurtrey Aquatic Center ... The proximity of governmental offices and the convention center to the Truxtun site could provide synergy to a HSR station development and provide an undetermined boost to area economic development. The Truxtun site also appears less impacted by planned freeway development. Conversely, the development of an elevated freeway between Golden State Avenue and the UP tracks would leave little attractive area in the corridor for HSR station economic benefits, except north of the tracks. This site influence area would not be perceived as downtown by many residents and visitors"** Please quote this report in the EIR.

Please refer to and cite the KernCOG Terminal Impact Analysis Report which compared a Truxtun Avenue Station and Golden State Avenue Station. This report can be accessed at: http://www.kerncog.org/wp-content/uploads/2010/04/HSR_Terminal_200307.pdf

I006-180 | Given the disconnect between the F-B LGA Station and the Amtrak Station, please analyze an additional station in Old Town Kern over Sumner Street that has a modal connection to Amtrak along the BNSF in Old Town Kern (i.e., a second Amtrak Station similar to Oakland's two Capital Corridor Stations).

I006-181 | Additionally, please add the following mitigation measure: "Construction of a light rail line that connects the California Avenue Corridor, Amtrak, and Civic Center to a high-speed rail station at F Street and Golden State Avenue."

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

3.14 Agricultural Land

Figures 3.14-1 and 3.14-2 and 3.14-3 and 3.14-4 – These figures have an orange/brown line depicting community/urban area, however, the islands noted on this map are highly urbanized and part of the urban area. Please correct the boundary to correctly depict the urbanized areas. On these figures, please note (perhaps through a dotted line) where the alignments are along existing transportation corridors (i.e., other railroad rights-of-way).

"Agricultural lands adjacent to the May 2014 Project are located mostly in unincorporated Kern County between Shafter to the north and Bakersfield to the south. Approximately 50 percent, or 485 acres, in the permanent project footprint of the direct impact study area and approximately 36 acres in the indirect study area are classified as Important Farmland." Please correct this in accordance with the Final May 2014 Project EIR. In the May 2014 Project Final EIR, "Table 3.14-5 shows the potential permanent conversion of Important Farmlands with the combination of the project footprint and noneconomic remnants (by category) for the HST. Table 3.14-6 lists the total acres of protected farmlands (Williamson Act and Farmland Security Zone) affected by project alignment alternatives, including remnant parcels that would likely not be suitable for farming after the project is completed." This table in the adopted May 2014 EIR states that the Bakersfield Hybrid

Alternative permanently effects 0 acres of prime farmland, farmland of state importance, unique farmland, and farmland of local importance. Please refer to:

http://www.hsr.ca.gov/docs/programs/fresno-bakersfield/final_ERIS_FresBaker_Vol_I_CH3_14_Agricultural_Lands.pdf

CALIFORNIA HIGH-SPEED TRAIN PROJECT FINAL EIR/EIS
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3.14 AGRICULTURAL LANDS

Table 3.14-5
Maximum Amount of Important Farmlands Permanently Affected by Each Alternative Alignment in Comparison to the Corresponding Segment of the BNSF Alternative (acres)^a

County/ Alternative Alignment	County/ Important Farmland Classification				Total
	Prime Farmland	Farmland of Statewide Importance	Unique Farmland	Farmland of Local Importance	
Allensworth Bypass Alternative	0	0	0	0	0
Wasco-Shafter Bypass Alternative	0	0	0	0	0
Bakersfield South Alternative	0	0	0	0	0
Bakersfield Hybrid Alternative	0	0	0	0	0
Kings County					
BNSF Alternative	300	555	116	0	971
Comparison of Other Alternatives to Corresponding Segment of BNSF Alternative					
Hanford West Bypass 1 Alternative	-87	-225	2	0	-210
Hanford West Bypass 1 Modified Alternative	19	-211	58	0	-134
Hanford West Bypass 2 Alternative	-46	-200	10	0	-236
Hanford West Bypass 2 Modified Alternative	40	-155	47	0	-68
Corcoran Elevated Alternative	0	-19	0	0	-19
Corcoran Bypass Alternative	0	68	2	0	70
Allensworth Bypass Alternative	0	0	0	0	0
Wasco-Shafter Bypass Alternative	0	0	0	0	0
Bakersfield South Alternative	0	0	0	0	0
Bakersfield Hybrid Alternative	0	0	0	0	0

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I006-183

A screenshot is included for your reference.

Table 3.14-6
Protected Farmland Permanently Converted by Each Alignment in Comparison to the
Corresponding Segment of the BNSF Alternative (acres)^a

Alternative	Williamson Act Land Acres ^a	Williamson Act Parcels ^b	FSZ Land Acres ^a	FSZ Parcels ^b
BNSF Alternative	2,096	639	358	96
Comparison of Other Alternatives to Corresponding Segment of BNSF Alternative				
Hanford West Bypass 1 Alternative	-196	157	-232	-38
Hanford West Bypass 1 Modified Alternative	-189	225	-225	-44
Hanford West Bypass 2 Alternative	-253	150	-181	-12
Hanford West Bypass 2 Modified Alternative	-147	247	-174	-15
Corcoran Elevated Alternative	-114	-31	15	4
Corcoran Bypass Alternative	-113	-17	57	22
Allensworth Bypass Alternative	-10	38	-8	1
Wasco-Shafter Bypass Alternative	-13	-20	0	0
Bakersfield South Alternative	0	0	0	0
Bakersfield Hybrid Alternative	0	0	0	0

^a Acres are rounded to the nearest whole number. The acreages listed do not include farmland under nonrenewable Williamson Act contracts.
FSZ = Farmland Security Zone

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-184

The farmland numbers for the Hybrid Alignment cited in the F-B LGA draft EIR are in error and mistakenly report the Shafter Heavy Maintenance Facility, not the Hybrid Alignment. Please refer Table 3.14-7 in the Final Fresno to Bakersfield EIR. A screenshot has been provided.

Table 3.14-7
Important Farmlands within Potential Heavy Maintenance Facility Alternative Sites (acres)^a

HMF Alternative Sites	Important Farmlands				
	Prime Farmland	Farmland of Statewide Importance	Unique Farmland	Farmland of Local Importance	Total
Fresno Worker- Fresno (590 acres)	382	0	0	8	390
Kings County- Hardford (510 acres)	80	304	101	0	485
Kern COG-Wasco (420 acres)	409	0	0	0	409
Kern COG-Shafter East (490 acres)	489	0	0	0	489
Kern COG-Shafter West (480 acres)	455	0	0	0	455

Note:
a. Acreages are rounded to the nearest whole number.
Acronyms:
COG = Council of Governments
HMF = heavy maintenance facility

As such, please correct the following statement "Agricultural lands adjacent to the May 2014 Project are located mostly in unincorporated Kern County between Shafter to the north and Bakersfield to the south. Approximately 50 percent, or 485 acres, in the permanent project footprint of the direct impact study area" to say "Agricultural lands adjacent to the May 2014 Project are located mostly in unincorporated Kern County between Shafter to the north and Bakersfield to the south. Approximately 0 percent, or 0 acres, in the permanent project footprint of the direct impact study area"

Please also correct the comparative analysis, including but not limited to Section S.6.13 and Table S-2 in the Volume I Summary comparing the farmland impacts of both alignments. Please also correct other tables where this incorrect information appears, including but not limited to Table 3.14-4 Direct and Indirect Effects to Important Farmland from the May 2014 Project and Table 3.14-6 Important Farmland Permanently Affected by the May 2014 Project.

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3.15 Parks, Recreation, and Open Space

I006-185

"Table 3.15-4 Parks, Recreation, and Open Space Resources and School District Play Areas and Recreation Facilities in the Study Area for the Bakersfield Station Location" – Please add Sam Lynn Ball Park

I006-186

Table 3.15-1 Parks, Recreation, and Open Space Resources within 1,000 feet of the F-B LGA Centerline – Why does Kern River Parkway say 96.9 acres in this table and only 56.4 acres Table 3.15-4?

I006-187

F-B LGA crosses through the center of Weill Park. Please include visual/aesthetic impacts and shade effects as permanent impacts. Please include an under viaduct lighting plan as a mitigation measure for F-B LGA where it crosses Weill Park and the Kern River Parkway.

I006-188

Is Weill Park entirely within the 300 foot buffer? Please specify.

I006-189

"The F-B LGA would pass over Weill Park on an elevated guideway of 75 feet (visual effects are addressed below, under Impact PK#4). Weill Park consists of open grass areas and trees." Please specify how many trees would need to be removed in the park.

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

3.16 Aesthetics and Visual Resources

I006-190	Given the height and proximity of F-B LGA to the Bakersfield bluffs, please add a Bakersfield Bluffs landscape unit analysis of the visual impacts of the homes looking south and west towards F-B LGA.
I006-191	Given the height of the viaduct relative to other downtown structures, please add a Downtown Bakersfield landscape unit of analysis of the visual impacts looking northward towards F-B LGA, including but not limited to the CA-178 overcrossing.
I006-192	Please add a viewpoint from the residences at 24 th and R Street looking Northeast. Please add a viewpoint from the residences of 26 th and K Street looking North.
I006-193	Figure 3.16-30 KVP 8 Existing and Simulated Views from SR 204 South Frontage Road, Looking North toward Bakersfield F Street Station Site – Please add the sound walls and catenary wires to this rendering. Please also note, existing and simulated are taken from different locations. Existing is from across CA-204 (access road near Smart and Final) where as the simulated is taken from near Garces Circle. Please redo KVP 8 with comparable angles/distances from the site for an equivalent before and after comparison.
I006-194	Figure 3.16-29 KVP 7 Existing and Simulated Views of Kern River Parkway Bike Trail toward Alignment – Please add the sound walls to this rendering.
I006-195	“Figure 3.16-31 KVP 9 Existing and Simulated Views from Garces Circle in Central Bakersfield Looking North” – Please add the sound walls to this rendering.
I006-196	Please add a simulated view on 24 th Street looking East.

3.17 Cultural Resources

I006-197	The addition of an elevated viaduct over Sumner Street introduces visual, atmospheric, and audible elements that diminish the integrity of Noriega’s, Narducci’s Café, Pyrenees Café, and the Southern Pacific Railroad Depot’s significant historic features.
I006-198	Table 3.17-2 Local Agency Consultation and Outreach Efforts and Table 3.17-3 Historical Societies and Museums Consulted – It seems odd that all outreach efforts received no response. Please consider holding a Town Hall in the affected neighborhoods so both the public and local agencies can provide input on modifications to APEs. Please also explain how outreach was conducted and include a record of the outreach materials/correspondence in a technical appendix.
I006-199	Please provide an analysis of a below grade option for F-B LGA along Golden State Avenue and Sumner Street.
I006-200	“Participants of these meetings did not express concerns for historic resources that may be affected by the F-B LGA.” Please delete this sentence. I attended both of these public meetings and expressed concern about the elevated viaduct over Sumner Street at both open houses, including a third one in Oildale.
I006-201	“The proposed project would not cause an indirect adverse effect on this historic property from the visual introduction of an elevated rail line in front of the buildings. The rail would be on viaduct within Sumner Street in front (north) of Noriega’s, and would be visible from the windows and main entrance on the northern façade;” – Please delete this. Although Criterion 1, the addition of an elevated viaduct over Sumner Street is a character defining feature that introduces visual, atmospheric, and audible elements that diminish the integrity of Noriega’s, Narducci’s Café, Pyrenees Café, and the Southern Pacific Railroad Depot’s significant historic features.
I006-202	Please include the structures of the Kern County Museum/Pioneer Village in the Historic and Cultural APE analysis.

Submission I006 (Adam Cohen, January 16, 2018) - Continued

3.18 Regional Growth

I006-203	<p>"Estimate Transportation Benefits. Using results from the California Statewide High-Speed Rail Travel Demand Model, benefits such as reduced travel times and costs of the HSR system for air, highway, and conventional rail trips were estimated using travel demand model results." – Please compare F-B LGA to the May 2014 Project based on differences in travel times associated with first/last mile connections to each station site. It should not be assumed that these are the same for both stations.</p>
I006-204	<p>"the F-B LGA, like the May 2014 Project, would encourage compact, efficient land use in the region by providing an economic driver for higher-density infill development around downtown HSR stations, including the F Street Station. This higher-density development would increase opportunities for transit-oriented design, which could reduce greenhouse gas emissions related to transportation." Please include a comparison of available land development around the F-B LGA station compared to the May 2014 project station, including but not limited to the impacts of the Kern River floodplain and height restrictions associated with the Bakersfield Meadows Field approach and glide slopes on runway approaches south from downtown towards Meadows Field. Please also discuss the impacts of co-locating the station adjacent to Amtrak vs. 1.5-2 miles from Amtrak.</p>
I006-205	<p>"The anticipated densification pattern projected to occur in the vicinity of HSR stations, including the F Street Station, would help reduce land use consumption as the population grows and support opportunities for transit-oriented development, which could reduce greenhouse gas emissions related to transportation." Please justify the following statement and support through data "which could reduce greenhouse gas emissions related to transportation" given the F-B LGA's farther proximity from downtown destinations and a modal connection to Amtrak – or delete this statement altogether. Compared to the May 2014 project, all indications suggest that F-B LGA increases emissions (compared to the May 2014 project) by increasing VMT, adding motorized vehicle trips, and creating gaps in the transportation network by removing a multi-modal connection with Amtrak.</p>

3.19 Cumulative Impacts

I006-206	<p>"The F-B LGA would encourage compact, efficient land use in the region by providing an economic driver for higher-density infill development around the downtown HSR station." Please delete this statement as it is inconsistent with the KernCOG Terminal Impact Analysis Study. This study compared a station on Golden State Avenue to a station at Truxtun Avenue and concluded that a Truxtun Avenue Station supported higher-density development than the Golden State Avenue Station.</p>
I006-207	<p>"The F-B LGA has the greatest potential to have long-term impacts on traffic at and near the proposed F Street Station, which would attract and concentrate traffic that is entering or exiting the station parking lots and drop-off areas." Please add a statement about the increased potential for VMT and motorized vehicle trips to connect to/from F-B LGA Station to/from Amtrak, Rabobank Arena, and the Convention Center.</p>
I006-208	<p>"Overall, the F-B LGA would decrease GHG emissions by reducing vehicle and aircraft trips and also would result in a net reduction in carbon dioxide emissions as described in Section 3.3, Air Quality, of this Draft Supplemental EIR/EIS." Please conduct an intensity analysis comparing the air quality and GHG emissions associated with varying modal choices for first-and-last mile connections at F-B LGA and the May 2014 project station locations compared.</p>
I006-209	<p>"In order to meet the Senate Bill 375 targets for reduced GHG emissions from automobiles and light trucks, future regional transportation plans may encourage more compact development patterns." Please explain and reconcile how separating F-B LGA station from Amtrak (versus intermodal rail hub in the May 2014 project) will impact GHG emissions from automobiles and light trucks.</p>
I006-210	<p>Please remove all references to the Bakersfield HSR Station Area Plan as this is not an approved CEQA plan.</p>

Submission I006 (Adam Cohen, January 16, 2018) - Continued

4 SECTION 4(F)/6(F) EVALUATION

I006-211	<p>"The parks, recreation, and open space properties evaluated for Section 4(f) use for the May 2014 Project include: Town Square, Stringham Park, Kirschenmann Park, Austin Creek Park, Kern River Parkway, Jastro Park, McMurtrey Aquatic Center, Bakersfield Amtrak Station Playground, Mill Creek Linear Park, Centennial Plaza, and Central Park."</p> <p>Mill Creek Linear Park and Central park are the same facilities listed twice.</p>	I006-217	but does not discuss or explain vibration impacts. Can you please explain (in pertinent part in this section) the vibration impacts of F-B LGA on the Kern County Museum and Park?
I006-212	Figure 4-1 – The gray area denoting "community/urban area" excludes urbanized areas of unincorporated Kern County (e.g., Oildale and areas known as "county islands") that are part of the metropolitan area. Please redo this figure and the associated analysis taking into account the actual and correct urban area.	I006-218	"Weill Park Use Assessment The F-B LGA would pass over Weill Park on an elevated guideway at a height of approximately 75 feet in an area that contains open grassy areas." – Please confirm the 30 foot height difference between Weill Park and Kern River Parkway noted earlier "Kern River Parkway Use Assessment The F-B LGA would cross above the Kern River Parkway on an elevated guideway at a height of approximately 45 feet in an area that contains a pathway available for bikes and pedestrians and features that serve floodway purposes."
I006-213	Table 4-2 – Mill Creek Linear Park is omitted from this table, however, Mill Creek Linear Park is north of Central Park and extends from 21 st to 24 th Street. Please correct Table 4-2 and add Mill Creek Linear Park. Both Central Park and Mill Creek Linear Park were included in the May 2014 Project description but erroneously excluded for F-B LGA. Please correct and include in the F-B LGA analysis (including but not limited to tables, narrative, and summary analysis in other sections).	I006-219	"Footings for the columns that would support the guideway would be constructed within Weill Park and would permanently impact 0.07 acre." Please explain the shading effects of the elevated viaduct on the park and include this as an impact? Consistent with the May 2014 project, please explain and include the permanent maintenance easement impacts of F-B LGA on Weill Park.
I006-214	Figure 4-6 – Mill Creek Linear Park (between 21 st and 24 th Street) is within 1,000 feet of the project centerline. Please include as part of your analysis in section 4.3.2.1.	I006-220	Also, for consistency with the May 2014 Project, please add the following language into F-B LGA regarding all viaduct crossing over F-B LGA parks, including but not limited to the Kern River Parkway and Weill Park. In pertinent part, please state "Introduction of the HST guideway above the park would introduce a visual transportation element that did not previously exist. The minimum vertical clearance over the park would be approximately (Insert Correct Number) feet and the width of the guideway would range from (Insert Correct Range).
I006-215	Volume III, Section A, PDF Page 59 shows that the elevated viaduct at 70 feet above the Kern River Parkway. As such, please correct the following statement "The F-B LGA would cross above the Kern River Parkway on an elevated guideway at a height of approximately 45 feet in an area that contains a pathway available for bikes and pedestrians and features that serve floodway purposes" on Page 4-31. What is the reason for the discrepancy? Please explain the discrepancy and correct.	I006-221	"As discussed in Section 3.4 Noise and Vibration, noise impacts due to operation of the HSR would result in a minor increase in noise levels (from 62 dBA Leq to 65 dBA Leq) with implementation of a 14-foot-high sound wall. The park is characterized by multiple noise generating uses, including nearby industrial uses and roadways. The operation of the HSR would not substantially and adversely impact the normal use of the parkway because noise from the operations would be temporary (i.e., HSR noise would only be experienced when the trains pass through this area). Because of the existing levels of ambient noise, the types of uses accommodated, and considering the inclusion of the applicable mitigation measures, the moderate increase in noise levels would not substantially impair the attributes that qualify the facility for protection under Section 4(f)." – Please explain the vibration impacts on Weill Park.
I006-216	"The F-B LGA would not acquire land from the Metropolitan Recreation Center and, therefore, would not result in a permanent or temporary use of this park." The Bakersfield Station Area Plan (cited in this EIR states that the Metropolitan Recreation Center will be developed as mixed-use (mostly non-recreational uses if the F-B LGA Station is placed in the vicinity of F St and Golden State Avenue. Can you please explain this discrepancy between cited material earlier in the EIR and the above quoted statement?	I006-222	"Based on the information gathered to date, FRA's preliminary finding is that the F-B LGA could result in a de minimis impact on Weill Park in Bakersfield." As a mitigation measure, please include the addition of a new park on each side of the alignment in the vicinity of Weill Park.
I006-217	Kern County Museum and Park – "As discussed in Section 3.4, Noise and Vibration, noise impacts due to operation of the HSR would result in a moderate increase in noise levels (from 48 dBA Leq to 60 dBA Leq) with implementation of a 14-foot-high sound wall. The portion of the park in the study area is characterized by multiple noise-generating uses, including highways and railroads in between the park and the project. The operation of the HSR would not substantially and adversely impact the normal use of the park because noise from the operations would be temporary (i.e., HSR noise would only be experienced when the trains pass through this area). Because of the existing levels of ambient noise, the types of uses accommodated, and considering the inclusion of the applicable mitigation measures (N&V-MM #3 in Section 3.4 of this Draft Supplemental EIR/EIS), the moderate increase in noise levels would not substantially impair the attributes that qualify the facility for protection under Section 4(f)." The preceding quoted section references noise and vibration impacts on the Kern County Museum and Park		

Submission I006 (Adam Cohen, January 16, 2018) - Continued

	5 ENVIRONMENTAL JUSTICE	I006-228
I006-223	<p>"This section describes the regulatory setting and the affected environment used for the analysis of impacts to minority and low-income populations; the impacts that would result from implementation of the Fresno to Bakersfield Locally Generated Alternative (F-B LGA); and avoidance and minimization measures and mitigation measures applicable to the F-B LGA that would reduce these impacts. Demographic analysis of socioeconomic, communities, and environmental justice, including race, ethnicity, income, and housing characteristics, is provided in the Fresno to Bakersfield Draft Supplemental Community Impact Assessment Technical Report (F-B LGA CIA) (California High-Speed Rail Authority [Authority] and Federal Railroad Administration [FRA] 2017)."</p> <p>Since moving alignments from the May 2014 Project to F-B LGA (if approved) could have adverse impacts on economic development around the May 2014 Project – please conduct an environmental justice analysis of the impacts of lost/foregone economic growth around the May 2014 Project Station Area if F-B LGA is selected.</p>	
I006-224	<p>Section 3.0, Regulatory Setting, in the Fresno to Bakersfield Section CIA (Authority and FRA 2012) provides a discussion of applicable regional and local regulations related to socioeconomic, community and environmental justice issues applicable to the HSR project, including the F-B LGA. Such regulations include the Kern County General Plan (2009a and 2009b), Kern County Bicycle Master Plan (2010a), the Kern County Economic Development Strategy (2010b), the Kern Council of Governments' Regional Housing Needs Allocation Plan (2014), City of Shafter General Plan (2005), City of Shafter Municipal Code (2017), Metropolitan Bakersfield General Plan (2007), the Downtown Bakersfield Redevelopment Plan (in progress; 2017), and Southeast Bakersfield Redevelopment Plan (2010).</p> <p>Please also include/incorporate the Kern Council of Governments Terminal Impact Analysis Study and Transit Center Study available at: http://www.kerncog.org/wp-content/uploads/2010/04/HSR_Terminal_200307.pdf</p> <p>http://www.kerncog.org/wp-content/uploads/2009/10/Metro_Bakersfield_Transit_Center_2015.pdf</p>	
I006-225	<p>"Data sources include the 2000 and 2010 decennial U.S. Censuses and 2013 American Community Survey (ACS)." Were the same decennial census data sets used to analyzed the May 2014 Project and F-B LGA? Please redo the analysis for the same census data set for both alignments.</p>	
I006-226*	<p>Please also analyze F-B LGA in accordance with Cal Enviro Screen data.</p>	
I006-227	<p>The resource study area for environmental justice is located within Kern County and is defined as the project corridor for the F-B LGA, which runs south from the north end of the City of Shafter to the southeast end of Bakersfield, and includes the census blocks and block groups that lie completely or partially within a 0.5-mile radius of the F-B LGA, proposed F Street station and maintenance of infrastructure facility (MOIF). Please clarify if this is 0.5 mile of the F-B LGA alignment, as it is presently unclear as written.</p>	
I006-228	<p>"Within Kern County, the May 2014 Project directly affects two urban areas and one suburban area: the incorporated Cities of Shafter and Bakersfield, and the unincorporated community of Crome. Unincorporated portions of Kern County are also included in the resource study area. A total of 72,009 people reside within the environmental justice resource study area for the May 2014 Project. Of that</p>	

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I006-228	<p>population, 70.1 percent are minority and 24.2 percent are low-income." Please specify why these numbers are notably higher than the numbers in the approved May 2014 project EIR contained in Table 3.12-6.</p>
I006-229	<p>Figure 5-2 – Please confirm that the yellow, orange, brown shaded areas outside of 0.5 mile radius of the May 2014 project were not counted minority/low-income communities impacted by the May 2014 project.</p>
I006-230	<p>Please revise this chapter to state that under the current F-B LGA proposal, if approved, the station would be moved from a minority/low-income community near South of Truxtun Avenue near Union Avenue (May 2014 project) to a non-low-income minority community as part of F-B LGA at F St and Golden State Avenue.</p>
I006-231	<p>The May 2014 Project (Table 3.12-6) includes an analysis of the environmental justice impacts for Northeast Bakersfield to account for the impacts from Union Avenue to Oswell Street. Table 5-2 in the F-B LGA EIR does not include an analysis of the environmental justice impacts for northeast Bakersfield despite of a closer alignment. Please add the environmental justice impacts of F-B LGA on Northeast Bakersfield. In Table 5-2, please disaggregate the environmental justice impacts by the City of Shafter, Kern County, Bakersfield Central District, and the Bakersfield Northeast District for a direct comparison to Table 3.12-6 (and related sections) in the May 2014 Project EIR. I would like the ability to review this and comment on this data and analysis before the draft EIR becomes final.</p>
I006-232	<p>As noted above, the subsequent statement is incorrect "In the F-B LGA CIA (Authority and FRA 2017)), the City of Bakersfield was not divided into districts as was done for the Fresno to Bakersfield CIA (2012) because the F-B LGA does not traverse the City's neighborhoods" because F-B LGA traverses Central and Northeast Bakersfield along CA-204 and Sumner Street, respectively. Please refer to the following map for the correct City of Bakersfield city limits as of 2017: http://www.bakersfieldcity.us/civica3/filebank/blobdownload.aspx?BlobID=28713</p>
I006-233	<p>"The alignment would pass through the cities of Shafter and Bakersfield and unincorporated areas of Kern County, including the community of Oildale. Historically, these communities have grown on either side of the existing heavy rail corridors and on either side of the area's major highways, which currently act as natural dividers between neighborhoods." As noted by the above City Limit map, the above statement is incorrect as Oildale is in the unincorporated section of Kern County north of the Kern River. As such, F-B LGA does bisect Central Bakersfield rather than passing along a jurisdictional border.</p>
I006-234	<p>"As the F-B LGA continues across the central district and into the eastern portion of the northeast district, it follows SR 204 and then the existing railroad corridor that traverses the city. Because of the existing transportation features (i.e., SR 99, SR 204, and the Union Pacific Railroad corridor) dividing communities along this section, it is not necessary to organize the analysis by district." This statement is wholly inconsistent and a different methodology than was used for the May 2014 Project. The May 2014 Project ran predominantly along an existing transportation (BNSF railroad) corridor. In the May 2014 Project, analysis was conducted by district in spite of following along established transportation corridors. Please re-complete this analysis using the same methodology as the May 2014 Project and include an analysis by district. I would like the opportunity to comment on this methodology and findings before the EIR is finalized.</p>

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-235	"The F-B LGA would be located on the edges of neighborhoods that have been developed in the vicinity of the existing rail corridor and highways over the past decades." Please delete this statement as it is not correct as F-B LGA bisects downtown Bakersfield along CA-204 and Old Town Kern along Sumner Street.
I006-236	"Within the environmental justice resource study area, 30.8 percent of the population resides in the City of Bakersfield, 19.1 percent in the City of Shafter, 9.1 percent in the community of Oildale, and the remaining 42.2 percent in unincorporated areas of Kern County that are outside Shafter, Bakersfield, and Oildale." Oildale is an unincorporated area of Kern County. Please explain why an inconsistent methodology was used providing disaggregated data for Oildale (a district of unincorporated Kern County) but not district level data for the City of Bakersfield (and other municipalities).
I006-237	Footnote "The percentage of the population that qualifies as low-income is based on the number of people for whom poverty status was determined in 2013 in the area comprised of all Census block groups that fully or partially overlies the study area. This data was used because 2013 data was the most recently available at the time of this study and the block group level is the smallest geographic area for which income status is provided." Please explain if the analysis for the May 2014 project was redone using the same data set for a side-by-side comparison?
I006-238	"Since 2007, over 170 meetings were held regarding the Fresno to Bakersfield Section of the HSR project, including meetings to identify minority and low-income areas and with various community leaders to identify strategies for outreach to those communities and gain their input." This outreach is not specific to F-B LGA Project. F-B LGA did not exist until December 2014. Please specify how many meetings for the HSR project including meetings to identify minority and low-income areas and with various community leaders to identify strategies for outreach to those communities and gain their input were specific to F-B LGA. Please delete the above statement as none of the above outreach was specific to the development of F-B LGA.
I006-239	"More recently, since 2014, additional meetings targeted at minority and low-income populations have been held to inform the F-B LGA and the analysis of environmental impacts identified in this Draft Supplemental EIR/EIS." Please revise to specify the exact number of meetings since December 2014 targeted low-income and minority populations to inform F-B LGA. Please revise "since 2014" to say "since December 2014" to not confuse outreach efforts associated with the May 2014 project.
I006-240	"The purpose of the outreach was to receive input on minority and low-income populations regarding the project; to obtain their comments as part of the public record; to identify potential impacts and mitigation to avoid, minimize, or mitigate disproportionately high and adverse effects on these populations; to ensure the full and fair participation by minority and low-income populations in the planning process; and to prevent denial of, reduction in, or significant delay in the receipt of project benefits by minority and low-income populations." How can outreach efforts conducted since 2007 (a 7-year period prior to the creation of the F-B LGA be used to receive input on minority/low-income populations regarding a project segment created on or about December 2014? How can this ensure full and fair participation by minority and low income populations in the planning process if the F-B LGA wasn't in existence when the meetings intended to target this population were conducted starting in 2014? "Conduct environmental justice-specific community meetings to inform community members about the HSR Project, solicit input about community-based concerns, and establish opportunities for participation

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I006-240	by community members in potentially affected minority and low-income areas; " The EIR states that this outreach effort began in 2007. Please explain how community based concerns and input were solicited beginning 7 years prior to the conceptual development of the F-B LGA project? "Develop modifications to avoid or minimize impacts on minority and low-income areas;" The EIR states that this outreach effort began in 2007. Please explain how outreach to minimize impacts on minority or low-income areas for this project started 7 years prior to the conceptual development of the F-B LGA project?
I006-241	"The Authority also gave presentations to both the Greater Bakersfield Chamber of Commerce and the Shafter Chamber of Commerce and conducted working group meetings with the Sumner Street Businesses." The Executive Director of the Kern County Black Chamber of Commerce (and his guests) were denied entry and the ability to participate the presentation at the Greater Bakersfield Chamber of Commerce. Please remove this as an outreach effort. Why weren't the Kern County Black Chamber of Commerce and Hispanic Chamber of Commerce apart of these outreach efforts?
I006-242	"Issues raised during outreach activities for the Fresno to Bakersfield Section EIR/EIS that were not raised during the outreach for the F-B LGA, include: concerns that the HSR would divide or further divide communities; lack of access to appropriate job training; concerns that the HSR will not benefit the Central Valley traveler; impacts to local churches, schools, and local landmarks/facilities; and concerns regarding the ability of low-income or unemployed community members to relocate if impacted." I personally attended the community meeting at Riverview Community Gymnasium where the above issues were raised. Please delete the above statement. An audio recording of this meeting can be made available to the authority on request.
I006-243	"No other specific environmental justice related comments have been raised during the public outreach conducted for the F-B LGA." The above statement is not true. Multiple community members including but not limited to Kevin Bush, Troy Hightower, Adam Cohen and others emailed the authority expressing concern over outreach efforts, including but not limited to an error associated with an auto-reply email stating "Thank you for your support of the Fresno-Bakersfield Locally Generated Alignment" or words to that effect when comments submitted during public outreach actually were in opposition to F-B LGA by minority members. Please delete the above sentence and please note these other comments/concerns, including but not limited to procedural concerns regarding environmental justice and the public process for this specific environmental study in the F-B EIR.
I006-244	"The communities around the proposed Truxtun Avenue Station contain many minority and low-income populations." Please discuss/explain the impact of potentially moving the May 2014 Project Station from this community to F Street and Golden State Avenue. What impact will this have on low-income and minority community access to high-speed rail, including but not limited to being able to walk to high-speed rail.
I006-245	"In addition, Bakersfield High School could be impacted, which is a facility used by the community as a whole, including minority and low-income populations." And "The May 2014 Project would displace the Industrial Arts building at Bakersfield High School, which is attended by predominantly minority and low-income students." This statement was associated with the Bakersfield South alignment of the May 2014 Project not the Hybrid Alignment (approved alignment) of the May 2014 project being compared as part of the F-B LGA EIR. Please delete the above statements as they are incorrect.

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-246	<p>"5.6.2.2 Operation Period Impacts The May 2014 Project would result in disproportionately high and adverse effects on minority and low-income populations." Not all categories of analysis of the May 2014 project result in disproportionately high and adverse effects. Please note the specific categories of study that this statement applies to.</p>
I006-247	<p>"The F-B LGA would primarily follow existing and long-established highway and railroad corridors that traverse the study area and divide existing neighborhoods. The F-B LGA primarily traverses areas zoned for industrial or commercial use, minimizing the impacts to residentially-zoned properties that include minority and low-income populations as compared to the May 2014 Project." Please state, for equivalence, that the May 2014 Project follows an existing long established BNSF railroad corridor.</p>
I006-248	<p>Please revise Table 5-3 to account for comments, errors, and omissions identified in other sections of the EIR.</p>
I006-249	<p>"Lesser impacts would occur under the F-B LGA as it would result in the displacement of 86 residences compared to the May 2014 Project, which would displace 384 residences." Page 3.12-132 of the May 2014 Project (for the Hybrid Alignment) states "The Bakersfield Hybrid Alternative would displace about 231 residential units in Bakersfield. Of these, 62 would occur in the Northeast district and 71 (70 units at the CityPlace affordable housing apartment complex) would occur in the Central district, both of which contain high-density minority and low-income populations." Please correct the following statement in the F-B LGA EIR "'Lesser impacts would occur under the F-B LGA as it would result in the displacement of 86 residences compared to the May 2014 Project, which would displace 384 residences." With the correct information from the May 2014 Project (refer to Page 3.12-132).</p>
I006-250	<p>"Lesser impacts would occur under the F-B LGA as it would result in permanent conversion of an estimated 844 acres of land currently in other uses to transportation-related uses compared to the 977 acres that would be converted by the May 2014 Project." As noted as an error in a previous section, please remove the "450 acres of the Shafter Heavy Maintenance Facility as an impact from the 977 acres incorrectly stated above.</p>
I006-251	<p>"Additionally, unlike the May 2014 Project, the F-B LGA would primarily follow existing transportation corridors and would result largely in the conversion of industrial/commercial uses to transportation." As stated previously, the May 2014 Project follows primarily an existing BNSF transportation corridor. As such, please delete the above quote. Please also add the conversion of agriculture to transportation uses as an impact of F-B LGA.</p>
I006-252	<p>Lesser impacts would occur under the F-B LGA because fewer parks and schools are located in close proximity to project activities than under the May 2014 Project and mitigation would provide appropriate compensation for permanently acquired parklands. Please also note and amend to account for the errors previously identified here in a prior section.</p>
I006-253	<p>Comparable operational impacts would Visual high and adverse high and adverse occur under both alternatives, but the F-B LGA would be considered preferable based on reduced impacts to residential uses; impacts during construction would be the same for both alternatives. Why are residential uses considered lower impact than commercial uses from an environmental justice perspective? Please include an analysis of the impacts of F-B LGA on minority and low-income owner/operated businesses and number of minority/low-income workers displaced and impacted. Please explain.</p>

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I006-254	<p>"As part of the outreach effort, the Authority conducted numerous stakeholder meetings in 2015 to discuss the F-B LGA and obtain feedback about community concerns, including three community open houses, one activity center, and a Stakeholder Working Group with an impacted group of businesses." Please specify whether the participants were minority or low-income businesses. How many?</p>
I006-255	<p>"Additionally, station construction and planned station area improvements at the F Street Station in Bakersfield would benefit the local minority and low-income populations by providing interregional connectivity with other metropolitan centers, inducing residential and commercial infill development and increasing property values in the surrounding area." How will the lack of an intermodal connection to Amtrak impact low-income and minority communities? What are the time and economic costs of making this connection? How will communities South of Truxtun Avenue and East of Union Avenue that could walk to the Truxtun Station be impacted by a station at F Street and Golden State Avenue? Will they be able to walk? How far will this be? What will be added time and economic costs for these communities to access the F-B LGA station? How may the F-B LGA Station relocation (from Truxtun Avenue) to F Street impact the communities south of Truxtun Avenue and East of Union Avenue, and how will these impacts be minimized and/or mitigated.</p>
I006-256	<p>"No new project mitigation measures apply solely to the F-B LGA." What mitigation measures will be implemented to mitigate or minimize the impacts of bisecting the Old Town Kern neighborhood along Sumner Street?</p>
I006-257	<p>"The minority and low-income populations in the study area would benefit from the transit improvements the F-B LGA would provide including improved mobility within the region, a reduction in traffic congestion on freeways, improvements in regional air quality, and the creation of new employment opportunities during project construction and operation." How will minority and low-income communities be impacted from the lack of an Amtrak/Bakersfield HSR intermodal connection? How is the removal of a planned intermodal Amtrak connection presently apart of the May 2014 project considered a transit improvement? Please explain.</p>

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

6 PROJECT COSTS AND OPERATIONS

Chapter 6 states “This chapter discusses the estimated costs for building, operating, and maintaining the Fresno to Bakersfield Locally Generated Alternative (F-B LGA) of the Fresno to Bakersfield Section of the California High-Speed Rail (HSR) System, based on a 15 percent level of design (Preliminary Engineering for Project Definition) used in preparing this Draft Supplemental Environmental Impact Report/Environmental Impact Statement (EIR/EIS). It also discusses the estimated costs for building, operating, and maintaining the comparable portion of the Fresno to Bakersfield Section Preferred Alternative (the “May 2014 Project”). The approach and details used to prepare the construction cost estimate are provided in the Hybrid-LGA Cost Estimate Comparison Report (California High-Speed Rail Authority [Authority] and Federal Railroad Administration [FRA] 2016), which is available upon request from the Authority.” The following questions respond to this above referenced document.

Cost Estimate Questions (Operating Cost Memorandum):

- I006-258 | The F-B LGA draft EIR/EIS references a Cost Estimation Memorandum used as the methodological basis for developing cost comparisons between the May 2014 Project and the F-B LGA alignments. This Memorandum provided by Lisa Marie Alley upon request on or about January 9th 2018. For identification purposes, the File Name is titled “Hybrid-LGA Estimate Comp_Memo_10-26-17_Final.pdf” This memo is dated 10/26/2017 and is from Robert Harbuck to Melisa Bittancourt with the subject “Hybrid-LGA Cost Estimate Comparison.”
- Why wasn’t this document made available to the public as an appendix in the draft EIR/EIS (and only available on request)? This wasn’t publicly available for comment with the draft EIR/EIS. Why was this document not included or circulated with the draft EIR/EIS at the public locations where the draft EIR/EIS was supposed to be publicly available?
- I006-259 | Appendix E Line “40.08.442 Roadway Overcrossing HSR - 2 lane roadway on embankment over 4 tracks” – This cost is for transportation improvements associated with the Shafter HMF Facility and is not part of the May 2014 Project Alignment. What are the correct May 2014 project costs excluding the transportation improvements specific and only required as part of the HMF facility?vc
- I006-260 | Appendix E states “UNIT PRICE (3rd Quarter 2010) w/CP1 Experience Adjustment.” These numbers, for example, 40.08 Highway/pedestrian overpass/grade separations use UNIT PRICE (3rd Quarter 2010) w/CP1 Experience Adjustment for the cost comparison contained in Appendix D. Were the Hybrid/May 2014 Project Cost Estimates Adjusted for UNIT PRICE (3rd Quarter 2010) w/CP1 Experience Adjustment across all of the same cost categories that were adjusted for F-B LGA?
- I006-261 | The attachment, PDF Page 37 of 39, states “RC commented that turnout costs were being doubled when referencing the unit price for UPE 10.14 – Track: Special track work (switches, turnouts, insulated joints). Cost estimators will revise as appropriate for a comparative estimate. RDP agreed to review the logic and correct. However if corrected in FB LGA, then it should be corrected in the original FB estimate” – Was this correction made in the original Fresno to Bakersfield (May 2014 Project) estimate?
- I006-262 | This document also states “RC noted City Cost Index is shown as Bakersfield. It was noted that the original estimate had used the Los Angeles City Index. The LGA estimate will follow a consistent approach as the original estimate.” Were the same city cost indices (and same construction year indices) used for both F-B LGA and the May 2014 Project?

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- I006-263 | This document states “The formula used to calculate the Maintenance of Traffic does not include the BNSF structures. Cost estimators concurred and will revise as appropriate for a comparative estimate.” Was maintenance of traffic structures for the Union Pacific Railroad included for the F-B LGA alignment cost estimate?
- I006-264 | Why was the quantity for UPE 30.05.110 - Ballasted Track - Yard Track for the HA [hybrid alignment] estimate was revised from 2.00 miles to 3.37 miles?
- I006-265 | Line: 10.01 Track structure: Viaduct – Can you please explain the cost variations between the Hybrid Alignment and F-B LGA? In other words, why is F-B LGA less expensive for viaduct structures by \$219,320,488? Are there design changes that could reduce the cost of the May 2014 Project Track Structure Viaduct (e.g., at-grade vs. elevated changes, birm vs. viaduct, etc.)?
- I006-266 | Please confirm and explain, as applicable, why the May 2014 Project has a Maintenance of Way Facility (MOWF) and F-B LGA alignment does not?
- I006-267 | Please confirm and explain, as applicable, why the May 2014 Project has a Ballasted Track - Yard Track and Ballasted Turnout, No. 15, and F-B LGA alignment does not?
- I006-268 | Please confirm and explain, as applicable, why the May 2014 Project has a Retaining Wall - 1 Wall (6' Avg. Height), and F-B LGA alignment does not?
- I006-269 | Line: 20.07 Automobile, bus, van accessways including roads – Can you please explain the cost variations between the Hybrid Alignment and F-B LGA? In other words, why is F-B LGA less expensive for Automobile, bus, van accessways including roads by \$8,182,162?
- I006-270 | Line: 40.02 Site utilities, utility relocation - Can you please explain the cost variations between the Hybrid Alignment and F-B LGA? In other words, why is F-B LGA less expensive for Site utilities, utility relocation by \$24,369,269?
- I006-271 | Line: 40.05 Site structures including retaining walls, sound walls - Can you please explain the cost variations between the Hybrid Alignment and F-B LGA? In other words, why is F-B LGA less expensive for Site structures including retaining walls, sound walls by \$ 7,860,913?
- I006-272 | Line: 40.06 Temporary facilities and other indirect costs during construction - Can you please explain the cost variations between the Hybrid Alignment and F-B LGA? In other words, why is F-B LGA less expensive for Temporary facilities and other indirect costs during construction by \$4,516,251?
- I006-273 | 40.07 Purchase or lease of real estate - Can you please explain the cost variations between the Hybrid Alignment and F-B LGA? In other words, why is F-B LGA less expensive for Purchase or lease of real estate b \$67,783,395?
- I006-274 | Where are the costs for the following 40.08 Highway/pedestrian overpass/grade separations: 1) 40.08.425A Roadway Overcrossing HSR - SR204/F St Interchange; 2) 40.08.425B Roadway Overcrossing HSR - 7th Standard Interchange; 3) 40.08.425C Roadway Overcrossing HSR - Poplar Ave.; 4) 40.08.425D Roadway Overcrossing HSR - Riverside St; 5) 40.08.435A Roadway Overcrossing HSR - Pedestrian Overcrossing - Carrier Canal; 6) 40.08.435B Roadway Overcrossing HSR - Pedestrian Overcrossing - F St; and 7) 40.08.440A Roadway Overcrossing HSR - 2 lane - 34th St? Are the costs for these transportation

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I006-274 | projects included in F-B LGA? If not, please explain why the costs of these required infrastructure projects were excluded?
(the following comments refer to the information directly written in Chapter 6 "6 PROJECT COSTS AND OPERATIONS"
Table 6-1

I006-275 | 10 – tracks structures and track – please provide the distances of elevated and at-grade track and costs associated with each. Please include a per-mile and aggregate cost estimates for both types of track for F-B LGA and the May 2014 Project.

I006-276 | 20 - 20 Stations, Terminals, Intermodal – The stations are supposed to be comparable facilities. Please explain the \$10 million cost difference between the May 2014 Project and F-B LGA.

I006-277 | 40 Site work, Right-of-Way, Land, Existing Improvements – F-B LGA impacts some very large and specialized commercial and industrial facilities, including a number of facilities identified with hazardous materials. Please explain the cost difference between the May2014 Project and F-B LGA.

I006-278 | 50 Communications & Signaling – Please explain the cost difference between the May2014 Project and F-B LGA.

I006-279 * | 60 Electric Traction - Please explain the cost difference between the May2014 Project and F-B LGA.

I006-280 | 80 Professional Services (applies to Categories 10–60) - Please explain the cost difference between the May2014 Project and F-B LGA.

I006-281 | 90 Unallocated Contingency – Why is the unallocated contingency higher for the May 2014 Project than F-B LGA?

I006-282 | Please included/explain the costs associated with constructing the interchange at F Street and Golden state Avenue. This is not solely a transportation facility but a minimum requirement for a viable station for F-B LGA at F Street and CA-204.

I006-283 | Environmental mitigation costs are estimated at approximately 1 percent of the capital cost, given potential project impacts and typical mitigation costs in the region. – Please explain how this is an appropriate methodology given that one project impacts more residential uses (May 2014) and how the other project (F-B LGA) impacts more commercial/industrial uses according to the findings of this EIR?

I006-284 | "HSR service during Phase 2 would extend to Sacramento and San Diego starting after" – Please update this statement per the most recent business plan.

I006-285 | Footnote: "The May 2014 Project includes a curve that limits operating speed through the City of Bakersfield. This curve is needed to avoid specific critical community features as identified by the City. The F-B LGA does not require an operating speed limiting curve to avoid community features critical to the City of Bakersfield" Why wasn't this mitigation measure considered sufficient to address the City of Bakersfield's claimed impacts?

I006-286 | Why are the costs in Table 6-4 approximately four times the costs in Table 6-5 for an approximately equivalent stations and track lengths? I can understand small variations but the large variations need to be explained and the methodology documented. For example, why is insurance more than 4 times more

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I006-286 | for the May 2014 Project than for F-B LGA? Why are administration costs four times more? Why are operating equipment and maintenance for times higher? Why is the station operations and maintenance cost more than three times greater for the May 2014 project than F-B LGA? The numbers do not make any sense without explanation.

I006-287 * | Please confirm that Tables 6-4 and 6-5 are written in the same inflation adjusted currency year.

I006-288 | "The May 2014 Project and the F-B LGA have approximately the same number of trainset miles, stations, and route miles. Therefore, O&M costs for each of these alignments are considered to be the same. The costs associated with "Operation & Maintenance Equipment" for the May 2014 Project and the F-B LGA are apportioned on the basis of trainset miles operated within the May 2014 Project and the F-B LGA. The costs associated with "Maintenance of Infrastructure" of the May 2014 Project and the F-B LGA are apportioned as a ratio of 23 route miles to the 800 total route miles. The costs associated with "Stations" for the May 2014 Project and the F-B LGA are apportioned as a ratio based on 1 of the 24 stations being located in the May 2014 Project and the F-B LGA. The costs of "Administration" and "Contingency" are each calculated to be ten percent of the overall system costs." **If both projects have approximately the same number of trainset miles, stations, and route miles, why do the costs differ so significantly from infrastructure that is comparatively the same. Please double check your numbers and explain.**

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7 OTHER CEQA/NEPA CONSIDERATIONS

8 COMPARISON OF ALTERNATIVES AND IDENTIFICATION OF THE PREFERRED ALTERNATIVE

I006-289	As previously noted in other sections, Figure 8-1 incorrectly includes an oil field and the Shafter Heavy Maintenance Facility noted as part of the May 2014 project.
I006-290	"Comments received from the general public and local officials in Kern County rejected all alternatives with a station in downtown Bakersfield. The City of Bakersfield noted that the Preferred Alternative alignment identified in the Fresno to Bakersfield Section Final EIR/EIS would severely impact the City's ability to utilize existing City assets including its corporation yard, senior housing, and parking facilities at the Rabobank Arena, Theatre and Convention Center. The City also noted it would render unusable one of the City's premier health facilities and would affect the Bakersfield Commons project, a retail/commercial/residential development. The majority of individual and government official comments preferred an alternative that would bypass Bakersfield and locate a station on the outskirts of the city." Please note, for the record in Chapter 8, that the City of Bakersfield previously approved a resolution in support of a downtown high-speed rail station at Truxtun Avenue. Also, why is a specific development parcel called out in this EIR (Bakersfield Commons)? Did the City of Shafter provide comments? Did Kern County provide comments? Why are comments only from the City of Bakersfield quoted and no other member of the public, public agency, or other stakeholder?
I006-291	"As described in Section 9.4 of this Draft Supplemental EIR/EIS, a public hearing was scheduled during the 60-day formal comment period for the Draft Supplemental EIR/EIS on December 19, 2017 at the Bakersfield Marriot Hotel from 3:00 p.m. to 8:00 p.m." Please include a summary of the comments from this hearing in the final EIR.
I006-292	"Additionally, the F-B LGA is supported by the City of Bakersfield." Why is the City of Bakersfield given preference over the City of Shafter, County of Kern, members of the public, and other public agencies and stakeholders. Please explain.
I006-293	Footnote: In the Fresno to Bakersfield Section Final EIR/EIS, the proposed Shafter MOIF was collocated with the proposed heavy maintenance facility. For the purposes of this Draft Supplemental EIR/EIS, no heavy maintenance facility site has been considered for the F-B LGA; therefore, the acreage of the heavy maintenance facility analyzed in the Fresno to Bakersfield Section Final EIR/EIS has been omitted from the comparative analysis included in the analysis in this chapter and in the analysis of the May 2014 Project in Technical Appendix 8-A of this Draft Supplemental EIR/EIS. But the acreage for the Shafter Heavy Maintenance Facility is shown in the project footprint and supporting documentation, including but not limited to Figure 8-1 and elsewhere throughout the EIR. Please explain.
I006-294	"As shown in Table 8-A-39 of Appendix 8-A, Analysis of the Comparable Section (May 2014 Project), the F-B LGA would result in greater business relocations in the city of Shafter and community of Oildale when compared to the May 2014 Project. However, the F-B LGA would result in fewer business relocations in the city of Bakersfield and in unincorporated Kern County." Oildale is unincorporated Kern County. Please explain.
I006-295	"The F-B LGA, when compared to the May 2014 Project, would result in fewer permanent impacts to Important Farmlands. As shown in Table 8-3, the F-B LGA would permanently impact 372 acres of Important Farmlands compared to 485 acres under the May 2014 Project" As noted in an earlier

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I006-295 | section, please remove the Shafter Heavy Maintenance Facility from the acreage included in this comparison.

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I006-296 | **10 EIR/EIS DISTRIBUTION**

10.5 Elected Officials In all the subsections below, the elected officials are listed in alphabetical order by surname.

Why was the F-B LGA EIR/EIS distributed to past and not current elected officials? For example, it was sent to Former Senator Boxer (not Senator Harris), former Assemblymember Shannon Grove (not Assemblymember Vince Fong), former Bakersfield Mayor Harvey Hall (not current Mayor Karen Goh) and many more. Please redistribute a revised draft EIR/EIS to a correct list of elected officials and extend public comment for them and members of the public to have the opportunity to comment.

I006-297 | **11 LIST OF PREPARERS**

Do any of the preparers have any financial or real property interests in Kern County, City of Shafter, or City of Bakersfield? Do any of the preparers have any contracts with Kern County, City of Shafter, or City of Bakersfield?

I006-298 | **12 REFERENCES AND SOURCES USED IN DOCUMENT PREPARATION**

Kitchen, Jacquelyn . 2017. Community Development Director, City of Bakersfield Community Development Department. Email communication with Melisa Bittancourt, Central Region Director of Projects, California High-Speed Rail., September 5, 2017.

Simmons, Zachary. 2016. Project Manager, U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA. Personal communication (field visit) regarding mapping seasonal wetland features for the preliminary jurisdictional determination of the BFSSA Alternative March 10, 2016.

Hartley, Deputy Chief Tyler. 2016. Bakersfield Fire Department. Email communication with Chris Graham, Environmental Planner, LSA Associates, Inc. September 9, 2016.

Miller, Deputy Chief Michael S. Kern County Fire Department. 2016. Email communication with Chris Graham, Environmental Planner, LSA Associates, October 11, 2016. Email attachment provided: Kern County Fire Department 7 to 15 Min Response Time Areas.

Cox, Hayward. 2015. Planner, City of Bakersfield Community Development Department, Planning Division. Telephone communication with Lilly Rudolph, Senior Planner, Rincon Consultants, Inc., November 11, 2015.

Griego, Cecelia. 2015. Associate Planner II, City of Bakersfield Community Development Department, Planning Division. Email communication with Lilly Rudolph, Senior Planner, Rincon Consultants, Inc., August 19, 2015.

Griego, Cecelia.. 2017. Principal Planner, City of Bakersfield Community Development Department, Planning Division. Email communication with Stuart Mori, California High-Speed Rail Authority, May 10, 2017.

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I006-298

Greynolds, Eddy. 2015. Deputy Director, Kern County Department of Agriculture & Measurement Standard. Personal and email communication with Christy Sabdo, Senior Environmental Planner, Rincon Consultants, Inc., September 18, 2015.

Hansen, Jerel. 2015. Senior Appraiser. Kern County Assessor's Office. Email communication with Christy Sabdo, Senior Environmental Planner, Rincon Consultants, Inc., September 28, 2015.

Sterling, Mark, and Chris Baker. 2010. School of Engineering, University of Birmingham, United Kingdom. Telephone communication with Mark Bennett, CH2M HILL, regarding slipstreams of high-speed trains, August 23, 2010

Thompson, Patty. 2015. Kern County Planning. Personal communication with Christy Sabdo, Senior Environmental Planner, Rincon Consultants, Inc., September 2015.

McCoy, Linda. 2015. Personal communication with Shelly Tiley. August 26, 2015.

Parsons Brinckerhoff. 2011. Communications Systems Site Requirements. TM 3.4.2. Prepared for USDOT Federal Railroad Administration and California High-Speed Rail Authority. Sacramento, CA, and Washington, DC: July 2010.

The above reference documents are not publicly available. Can you please include a copy as an appendix in the EIR and allow the public to comment as part of a revised draft EIR/EIS?

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I006-299

Volume 2:

Appendix 1A – Business Plans

Please explain why the ridership forecasts used in the development of F-B LGA differ significantly from the 2016 Business Plan. Why were old/incorrect numbers used? Please refer to Exhibit 7.1 - http://hsr.ca.gov/docs/about/business_plans/2016_BusinessPlan.pdf

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Appendix 1B – Benefits

I006-300 | “1-B-2 Environmental Benefits Described in Previous Documentation The Fresno to Bakersfield Section Final EIR/EIS includes information on project benefits. The benefits include reduced VMT, reduced energy use for transportation, and reduced air pollution from transportation sources, including reduced emissions of GHGs (see Section 3.2, Transportation, and Section 3.3, Air Quality and Global Climate Change of the Fresno to Bakersfield Section Final EIR/EIS). These benefits were derived based on the assumption in the Fresno to Bakersfield Section Final EIR/EIS that the entire 800-mile system (Full System—both Phase 1 and 2) would be operational and serving 69 million riders (equivalent to HSR fares set at 83 percent of airfares) to 98 million riders (equivalent to HSR fares set at 50 percent of airfares) annually in 2035. The following summarizes the conclusions of specific benefits that were disclosed in the Fresno to Bakersfield Section Final EIR/EIS.” – **The benefits from the Fresno to Bakersfield May 2014 Project EIR are not directly analogous to the F-B LGA. Whereas the Truxtun Station is an intermodal rail mobility hub adjacent to the region’s convention center, 10,000 seat arena, and other major regional destinations and traffic generators, the F-B LGA station is approximately 2 miles from the vast majority of these same regional destinations/traffic generators. How does this methodology and the F-B LGA draft EIR/EIS account for these differences, including but not limited to the lack of an intermodal rail connection and the lack of walkability to the Convention Center and 10,000 seat Rabobank Arena? How is this factored into the F-B LGA draft EIR/EIS traffic models? (Or was it not considered?)**

I006-301 | “Benefits from a Reduction in Vehicle Miles Traveled The Fresno to Bakersfield Section Final EIR/EIS concluded that the HSR project would divert automobile trips to HSR trips, thus reducing local and regional VMT. The Fresno to Bakersfield Section Final EIR/EIS identified a statewide VMT reduction of approximately 21 to 31 million miles daily with the implementation of a HSR project as compared to the No Project Alternative in 2035. The diversion from automobile to HSR was estimated to lead to a 7 to 10 percent statewide reduction in VMT on the state highway system. The reduction in both automobile and air travel VMT would provide benefits in the form of reduced congestion on both the state’s highway system as well as at airports. Within the Fresno, Kings, Tulare, and Kern counties project area, the VMT reduction was estimated at 5.4 to 8.0 million miles daily.” **This assumption was based, in part, on the premise that the May 2014 Project Station would be co-located next to Amtrak and approximately ¼ mile walk from the region’s Convention Center and Arena. What is the estimated VMT increase from vehicular traffic (e.g., Transportation Network Companies, Taxis, and other motorized modes) of high-speed rail riders connecting between a F-B LGA Station at F Street and Golden State Avenue to the following regional facilities: 1) Rabobank Arena; 2) Bakersfield Convention Center; 3) Amtrak; 4) Beale Memorial Library; 5) Marriott Hotel; 6) Hill House Best Western; 7) United States Federal Courthouse; and 8) Kern County Administrative Center and County Courthouse? What traffic can be anticipated to/from the Golden State Avenue/ F Street Station and the above mentioned facilities during the AM Peak, Noon Hour, PM Peak; and Evening time? What traffic can be anticipated to/from F-B LGA Station and the Convention Center and Rabobank Arena when each facility is in use; and when both facilities are simultaneously in-use at 50%, 75%, and 100% capacity utilization.**

I006-302 | **What is the increased air pollution and GHG emissions from new vehicular traffic (e.g., Transportation Network Companies, Taxis, and other motorized modes) of high-speed rail riders connecting between a F-B LGA Station at F Street and Golden State Avenue to the following regional facilities: 1) Rabobank Arena; 2) Bakersfield Convention Center; 3) Amtrak; 4) Beale Memorial Library; 5) Marriott Hotel; 6)**

I006-302 | **Hill House Best Western; 7) United States Federal Courthouse; and 8) Kern County Administrative Center and County Courthouse? What new air pollution and GHG emissions can be anticipated to/from the Golden State Avenue/ F Street Station and the above mentioned facilities during the AM Peak, Noon Hour, PM Peak; and Evening time? What new air pollution and GHG emissions can be anticipated to/from F-B LGA Station and the Convention Center and Rabobank Arena when each facility is in use; and when both facilities are simultaneously in-use at 50%, 75%, and 100% capacity utilization.**

I006-303 | **“The changes to the project to arrive at a locally preferred station location will continue to have a similar level of benefit when comparing the May 2014 Project and the F-B LGA. These changes do not affect the enhancements accrued regionally and statewide.” Does the removal of an intermodal rail connection from the prior May 2014 project really ensure the same level of benefit with F-B LGA? Is this true? Please delete this statement as the removal of an intermodal rail connection point does not have the same level of benefit.**

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Appendix 2-C Operations and Service Plans Summaries

I006-304 | This methodology assumes a Phase 1 Service Plan completion in 2020, and a full build service completion in 2027. Please explain how the numbers/methodology in this appendix (http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBaker_Vol_II_CH2C_Operations_and_Service_Plan_Summary.pdf) were adjusted to account for revisions in project timeline schedule (both Phase 1 and full build out dates)? In other words, are operations and maintenance costs in F-B LGA draft EIR/EIS based upon Phase 1 service completion in 2020 or the actual planned service completion date? Please explain how this is an accurate methodological approach.

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Appendix 2-D: Applicable Design Standards

I006-305 | For the design standards in the following reference document: http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBaker_Vol_II_CH2D_Applicable_Design_Standards.pdf - Please specify the version of the applicable standard that was used for the May 2014 Project and the version of the standard that was used for the F-B LGA draft EIR/EIS. For example, which edition of the AASHTO Highway Drainage Guidelines was used for each EIR? Please specify the precise version for all applicable standards used in the May 2014 Project EIR/EIS and the F-B LGA draft EIR/EIS so the public can know if the same standard was used, and if not, why not.

I006-306 | Standard: CENELEC - EN 50121-4 RAILWAY APPLICATIONS - ELECTROMAGNETIC COMPATIBILITY - PART 4: EMISSION AND IMMUNITY OF THE SIGNALLING AND TELECOMMUNICATIONS APPARATUS – This standard updated in December 2016. Please confirm that the F-B LGA draft EIR/EIS was analyzed using the most current standard and that the analysis for the May 2014 project was re-completed using the standard. If not, please explain why the same standard was not used for both.

I006-307 | Have any of the listed design changes in the linked appendix contained at http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBaker_Vol_II_CH2D_Applicable_Design_Standards.pdf changed or have been updated since 2014? Are there any new design standards that have been implemented since 2014?

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APPENDIX 2-E: SUMMARY OF REQUIREMENTS FOR OPERATIONS AND MAINTENANCE FACILITIES

I006-308

The reference document available at: http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBaker_Vol_II_CH2E_Summary_Reqs_for_Ops_Maint_Facilities.pdf states "MOIF facilities are estimated to be approximately 28 acres in size, inclusive of roadways and parking." However, the F-B LGA draft EIR/EIS estimates the May 2014 Project MOIF size at approximately 450 acres. Please explain why the F-B LGA draft EIR/EIS estimates such a large MOIF site? Please confirm that both F-B LGA and Hybrid alignments compared within the F-B LGA draft EIR/EIS use comparably sized maintenance of infrastructure sites. Please specify the sizes of these sites.

Table 1: This table states that the design standard for MOIF facilities is approximately 28 acres. Why is the May 2014 project MOIF facility sized at approximately 450 acres in multiple places throughout the F-B LGA draft EIR/EIS?

APPENDIX 2-F: INTERIM USE

This appendix links to the Fresno to Bakersfield Section Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) and states it has "not been recreated for the purposes of this Draft Supplemental EIR/EIS because the information contained within the technical appendix would remain applicable to the F-B LGA." The linked document is available at: http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBaker_Vol_II_CH2F_Interim_Use.pdf

I006-309

The purpose of this section is to "identify a potential interim service option (also called an interim use option or scenario) that could provide early service benefits to the traveling public by allowing for Amtrak San Joaquin intercity operation using the HST infrastructure on an interim basis if HST service is delayed." However, the information contained in the interim use section is not applicable to F-B LGA.

I006-310

The appendix states "The interim service, if it operates at all, would involve (for purposes of this analysis) 1 five of the current six daily roundtrip Amtrak San Joaquin trains shifting to/from its current BNSF track just south of the Madera Amtrak station, running on the HST track infrastructure, then shifting back to/from the ICS track infrastructure north of Bakersfield generally at the location of the Shafter HMF site. This would be done via cross-over track at these locations that would be constructed within the construction footprint evaluated in the MF EIR/EIS and this FB EIR/EIS. See Figures 1 and 2 at the end of this Appendix. This approach would allow a passenger to travel from Sacramento to Bakersfield with a type of "express" San Joaquin service that would travel at higher speeds and have a single stop in Fresno between Madera and Bakersfield."

However, the Southern Tie In contained in the appendix is at the site of the Shafter Heavy Maintenance Facility near 7th Standard Road South of the F-B LGA departure from the BNSF corridor. Additionally, F-B LGA does not have an existing Amtrak station. How is the interim use plan specific to the May 2014 project applicable to F-B LGA? How will trains get from the track near Burbank Avenue to the Southern Tie-In near 7th Standard Road. If HST is delayed, what type of station will Amtrak use if at F St and Golden State Avenue? What are the economic implications on the EJ community where the existing Amtrak station is located if Amtrak service is moved to another site? What are the economic impacts on the local neighborhood of relocating Amtrak service to an alternate location for interim use?

I006-311

The appendix also states "Using this noise emission level, noise levels were modeled at 409 receptor sites between Fresno and Rosedale in the Bakersfield metropolitan area that are representative of the range of sensitive receptors present along the full ICS." However, F-B LGA does not go to Rosedale in Bakersfield metropolitan area. What were the noise levels modeled for the receptor sites along F-B LGA? How many receptor sites were included in the analysis for F-B LGA? Where is the analysis specific to F-B LGA?

I006-312

Table 2F-1. Are the emissions impacts identical between F-B LGA and the May 2014 Project for interim use given the locations of the stations, curves, and operational speeds on both tracks?

I006-313

"Impacts to land use would be no different than as disclosed in the Merced Fresno and Fresno Bakersfield EIR/EIS documents for the HST infrastructure. Nothing about operation of a diesel train on the HST infrastructure for an interim period, if it occurs at all, has greater impacts to land use." Please

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I006-313	explain what would happen if Amtrak service were moved to F-B LGA tracks for interim use. Please explain the impacts around the existing Amtrak station as well as the new F-B LGA station.
I006-314	Table 2F-6 and Table 2F-7 discusses the agriculture impacts for the May 2014 project. How many acres of farmland are impacted for interim use for F-B LGA? What are the impacts on agriculture? Is the CHSRA saying that the May 2014 Project and F-B LGA have identical impacts on agriculture for interim use?
I006-315	Table 2F-8 – What parks are impacted along F-B LGA for interim use? What about the Kern River Parkway, Weill Park, and others?
I006-316	<p>This analysis is based five of six daily Amtrak trains currently operating. However, there are currently 7 daily Amtrak trains operating along the corridor. Please explain.</p> <p>This appendix states “A number of technical appendices included as part of the Fresno to Bakersfield Section Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) have not been recreated for the purposes of this Draft Supplemental EIR/EIS because the information contained within the technical appendix would remain applicable to the F-B LGA. Appendix 2-F did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS” and directs the public to the following document: http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBaker_Vol_II_CH2F_Interim_Use.pdf</p>
I006-317	This interim use plan is designed around the May 2014 Project with an ICS track on or about the location of the May 2014 Project Shafter HMF Site. What is the interim use plan for F-B LGA? What station would be used for San Joaquin Amtrak trains? What would become of the existing station (if no longer used)? What would be the economic impacts (and how would such impacts be mitigated) if Bakersfield’s existing Amtrak station was closed and San Joaquin service was relocated to a station at F St and Golden State Avenue? Please explain where trains would shift to/from HSR and conventional rail tracks for LGA? Would this occur at the proximity of the May 2014 Project Shafter HMF site or somewhere else? Please explain.
I006-318	<p>Table 2F-3 – What are the ICS Impacts on Terrestrial Wildlife Habitat Types for the F-B LGA alignment?</p> <p>Table 2F-4 – What are the ICS Impacts on Special-Status Plant Communities for the F-B LGA alignment?</p> <p>Table 2F-5 – What are the ICS Impacts on Wetlands and Jurisdictional Waters for the F-B LGA alignment?</p>
I006-319	Table 2F-6 – What are the ICS Construction and Operational Land Use Impacts for the F-B LGA alignment?
I006-320 *	Table 2F-7 – What are the ICS Impacts on Agricultural Lands for the F-B LGA alignment?
I006-321 *	Table 2F-8 – What are the ICS Impacts on Parks and Recreational Resources for the F-B LGA alignment?
I006-322	Table 2F-9 – What are the Visual Quality Changes and Impacts at Key Viewpoints Along ICS for the F-B LGA alignment?
I006-323	Table 2F-10 – What are the Significant Historic Resources Impacted by ICS Construction of the F-B LGA alignment?

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I006-324 | Figure 1 – Where is the F-B LGA alignment? Where are the tie-ins for the F-B LGA alignment?

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I006-325

Appendix 2G: Fresno to Bakersfield Mitigation Monitoring and Enforcement Plan

MMRP Attachment A – F-B LGA EIR calls for the removal of parking on 30th Street, the removal of the center turn lane on F Street, and the addition of a freeway interchange at F St and Golden State Avenue. Where are these mitigation measures? Specifically for F St and Golden State Avenue, the mitigation detail states “Widen the eastbound approach to provide one exclusive left turn lane, two exclusive through lanes, and one shared through-/rightturn lane at the intersection.” However there is no reference to the construction of a grade separated interchange.

Table 1, Table 2, Attachment A - Where are the mitigation measures specific to F-B LGA?

APPENDIX 2-H: FUNCTIONS OF IMPACT AVOIDANCE AND MINIMIZATION MEASURES

Submission I006 (Adam Cohen, January 16, 2018) - Continued

Appendix 3.1-A Parcels within HSR Footprint

After closely reviewing the impacted parcels for F-B LGA and the May 2014 Project, the later available at:

http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBaker_Vol_II_CH3_1A_Parcels_Impacted_Footprint_Part_Part_461_558.pdf

I006-326

It appears as though the Shafter Heavy Maintenance Facility was included as a permanent project impact in numerous sections of the F-B LGA EIR. Could you please explain why this facility was included in the comparison of the May 2014 Project to F-B LGA? Is the CHSRA saying if the May 2014 Project is selected the Shafter Heavy Maintenance Facility will be built? If not, can the CHSRA re-do the analysis throughout the EIR excluding Shafter Heavy Maintenance Facility. Even if a portion of this facility may be used as a MOIF facility, an MOIF does not require 450+ acres. As such, the impacts of the May 2014 Project are overstated throughout the entire EIR because it includes an optional, non-required heavy maintenance facility – the decision of which will be decided independently from the alignment selection.

I006-327

The May 2014 Project accounts for the entire Shafter Heavy Maintenance Facility (approximately ~450 acres) whereas a MOIF facility at this site would be approximately 28 acres, per the design guidelines cited in this draft EIR/EIS. Why is the entire Shafter Heavy Maintenance Facility (approximately ~450 acres) being used to estimate the impacts of the May 2014 Project? Why is the May 2014 Project footprint being overestimated beyond the actual alignment, station, and MOIF?

APPENDIX 3.3-A: POTENTIAL IMPACT FROM INDUCED WIND

Submission I006 (Adam Cohen, January 16, 2018) - Continued

APPENDIX 3.3-B: DRAFT FEDERAL GENERAL CONFORMITY DETERMINATION

This appendix states "A number of technical appendices included as part of the Fresno to Bakersfield Section Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) have not been recreated for the purposes of this Draft Supplemental EIR/EIS because the information contained within the technical appendix would remain applicable to the F-B LGA. Appendix 3.3-B did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS" and then links to the following document:

http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBaker_Vol_II_CH3_3B_Draft_Federal_General_Conformity_Determination.pdf

Figure 1 – Where's the F-B LGA alignment?

This document states "To comply with the Authority's guidance to use existing transportation corridors when feasible, the Fresno to Bakersfield HST Section would primarily be located adjacent to the existing BNSF Railway right-of-way. Alternative alignments are being considered where engineering constraints require deviation from the existing railroad corridor, and where necessary to avoid environmental and community impacts."

How is crossing farmland along Burbank Avenue to switch between the BNSF and Union Pacific corridors compliant with the Authority's guidance to use existing transportation corridors when feasible?

This document states "The following alignment alternatives were considered: The BNSF Alternative, the Hanford West Bypass 1 Alternative, the Hanford West Bypass 2 Alternative, the Corcoran Elevated Alternative, the Corcoran Bypass Alternative, the Allensworth Bypass Alternative, the Wasco-Shafter Bypass Alternative, the Bakersfield South Alternative, and the Bakersfield Hybrid Alternative. The following station alternatives were considered: the Fresno Station Alternatives (Mariposa and Kern), the Kings/Tulare Regional Station Alternatives (East and West), the Bakersfield Station Alternatives (North, South, and Hybrid)." Where's the analysis and consideration for the F-B LGA alignment?

I006-329

APPENDIX 3.4-A: NOISE AND VIBRATION and Appendix 3.4-B Noise and Vibration Measurements

Appendix 3-4.A states that this document has not been recreated for the purposes of this Draft Supplemental EIR/EIS because the information contained within the technical appendix would remain applicable to the F-B LGA – or words to that effect. When I go to the linked appendix document which redirects to: http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBaker_Vol_II_CH3_4A_Noise_and_Vibration.pdf

there are no tables specific to the impacts of F-B LGA. Table 3.4A-28 and Table 3.4A-29 list Potential Noise Impacts Long-Term Measurement Sites along the Bakersfield Hybrid Alternative without Mitigation for Design Year 2035.

Where is the table of Potential Noise Impacts Long-Term Measurement Sites along the F-B LGA Alternative without Mitigation for Design Year 2035? What are these impacts? I would like to be able to comment on these but there is no data table for F-B LGA in this appendix?

While I understand that there is information in Table 3.4-B, this information is presented in a different format with differing levels of detail and information in the Table that prohibits a side-by-side comparison of the impacts. Can the information be presented in the same way so the public has the ability to compare the impacts and comment?

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APPENDIX 3.5-A: TECHNICAL STUDY: PRE-CONSTRUCTION ELECTROMAGNETIC MEASUREMENT SURVEY

I006-330

This appendix states "A number of technical appendices included as part of the Fresno to Bakersfield Section Final Environmental Impact Report/Environmental Impact Statement: (EIR/EIS) have not been recreated for the purposes of this Draft Supplemental EIR/EIS because the information contained within the technical appendix would remain applicable to the F-B LGA." This appendix then links to the following document: http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBaker_Vol_II_CH3_5A_Technical_Study.pdf

However, this appendix was designed specifically for the May 2014 Project. For example, Figures 3.5-A-8(a-c) assesses the impacts on a residential area in suburban Bakersfield. Similarly, Figures 3.5-A-9(a-c) assesses the impacts on a major power transmission/distribution corridor in suburban Bakersfield. Similarly, Figures 3.5-A-10(a-c) assess the impacts near Mercy Hospital. Similarly, Figures 3.5-A-11(a-c) assess the impacts near the police department.

These facilities are all at, adjacent, or in close proximity to the May 2014 Project Alignment and not equivalently close or nearby to the F-B LGA alignment. What are the pre-construction electromagnetic measurements near the F-B LGA alignment?

What are the pre-construction electromagnetic measurements near San Joaquin Community Hospital, Bakersfield Meadows Field Airport, Shafter Minter Field Airport, and all high-voltage transmission lines near or crossing F-B LGA?

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APPENDIX 3.6-A: EXISTING PLUS PROJECT CONDITIONS ENERGY ANALYSIS

I006-331

"Estimated VMT for the existing and existing plus project scenario are provided in Table 2. These values, together with associated average daily speed estimates, were developed on a county-by-county basis and then summed for the state as a whole. As shown, the HST is predicted to reduce daily roadway VMT by over 17 million miles a day statewide due to travelers choosing to use the HST rather than drive, resulting in an energy reduction of approximately 87,000 MMBtus/day, as compared to the existing scenario." What is the estimated VMT associated with first/last mile connections between F-B LGA Station and Rabobank Arena, Bakersfield Convention Center, Amtrak, Federal Courthouse, Kern County Administrative Building, and Bakersfield City Hall? How many trips will shifted from walking to/from these origins/destinations to the Truxtun Station to motorized travel to/from these origins/destinations to the F Street Station?

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APPENDIX 3.6-B: WATER USAGE ANALYSIS TECHNICAL MEMORANDUM

This appendix states "A number of technical appendices included as part of the Fresno to Bakersfield Section Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) have not been recreated for the purposes of this Draft Supplemental EIR/EIS because the information contained within the technical appendix would remain applicable to the F-B LGA. Appendix 3.6-B did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS." The appendix links to the following document:

http://www.hsr.ca.gov/docs/programs/fresno-bakers-eir/final_ERIS_FresBaker_Vol_II_CH3_6B_Water_Usage_Analysis.pdf

This document states "Existing water use was then evaluated for all five proposed HMF locations, the BNSF alternative alignment, and the 10 other alignment alternatives; existing usage was also evaluated at each proposed station location." However, F-B LGA is not one the alignment alternatives and the F-B LGA station location are not studied for water use in this appendix. The methodology in this appendix states "The process followed for estimating water demand for operation of each facility is summarized below. • Identify facilities requiring water usage including stations, HMFs, and track alignments. • Determine water use factors for each facility including: – size/footprint of buildings and overall site areas. – passenger/employee use for each station and facility. – facility functions and operation/maintenance requirements. • Determine appropriate water use factors. • Apply factors and estimate total water demand

How was water usage examined for the F-B LGA facilities and alignment when the methodology states that water use factors are based on the facility size, including but not limited to size/footprint of buildings?

What is the estimated water demand requirements for the F-B LGA alignment, the F-B LGA station, and the F-B LGA MOIF facility?

Under alignments, the appendix states "Existing land use information was evaluated for the BNSF Alternative and each of the other 10 alignment alternatives. The predominant land use (almost 69%) for the BNSF Alternative is agricultural, with roadways/right-of-way/no data categories comprising over 8%, unknown land uses comprising 11%, and industrial land use comprising just over 4%. The majority land use for the Hanford West Bypass alternatives and the Corcoran Bypass, Corcoran Elevated, WascoShafter Bypass, and Allensworth Bypass alternatives is agricultural (52% to 82%). The Bakersfield South (4% agricultural land use) and Bakersfield Hybrid (4% agricultural land use) alternatives have more urbanized land uses. To determine an appropriate agricultural usage factor along the Fresno-Bakersfield Section, cross-specific water use rate tables published in 2001 by the California Department of Water Resources (DWR) were applied. Specific crop type data within each alignment alternative are not readily available, and many areas undergo a cycle of crop rotation. An average water rate was calculated for each county using the 2001 DWR data, with weighting applied to reflect a crop's percentage of total irrigated area within that county (see Table 4). The weighted average crop water usage rates by county are: • Fresno County – 3.0 acre-feet per acre per year (ac-ft/ac/yr). • Kern County – 3.3 ac-ft/ac/yr. • Kings County – 3.2 ac-ft/ac/yr. • Tulare County – 3.5 ac-ft/ac/yr. These county-specific weighted average crop water usage rates were applied to the total agriculture land area identified for each of the four counties to calculate the water usage for the alignment footprints through each county. Water use factors for industrial, commercial, institutional, single-family residential and multi-family residential

were taken from the FUWMP and applied to the total areas of each specific land use type identified for each track alignment"

The appendix then goes on to state "The total annual water use for each alternative alignment, as well as the difference in water use associated with each alternative alignment (compared to the corresponding segment of the BNSF Alternative), were calculated, as follows: • Hanford West Bypass 1: 2,830 ac-ft/yr (840 ac-ft/yr less than the corresponding segment of the BNSF Alternative). • Hanford West Bypass 1 Modified: 3,060 ac-ft/yr (620 ac-ft/yr less than the corresponding segment of the BNSF Alternative). • Hanford West Bypass 2: 2,780 ac-ft/yr (880 ac-ft/yr less than the corresponding segment of the BNSF Alternative). • Hanford West Bypass 2 Modified: 3,220 ac-ft/yr (440 ac-ft/yr less than the corresponding segment of the BNSF Alternative). • Corcoran Elevated: 1,180 ac-ft/yr (120 ac-ft/yr less than the corresponding segment of the BNSF Alternative). • Corcoran Bypass: 1,380 ac-ft/yr (90 ac-ft/yr more than the corresponding segment of the BNSF Alternative). • Allensworth Bypass: 1,890 ac-ft/yr (200 ac-ft/yr less than the corresponding segment of the BNSF Alternative). • Wasco-Shafter Bypass: 2,230 ac-ft/yr (640 ac-ft/yr less than the corresponding segment of the BNSF Alternative). • Bakersfield South: 700 ac-ft/yr (40 ac-ft/yr less than the corresponding segment of the BNSF Alternative). • Bakersfield Hybrid: 640 ac-ft/yr (90 ac-ft/yr less than the corresponding segment of the BNSF Alternative)."

However, F-B LGA is not listed in the appendix. What is the total annual water use for the F-B LGA alignment?

The appendix then states "To estimate the existing water use at the proposed Fresno and Bakersfield station locations, land use for each parcel was identified (refer to Figures 8 through 11 for existing land use at the stations). The proposed station footprint on these parcels was overlain to identify affected land use classifications. Water use factors for each affected land use classification were applied to estimate current water usage for each station location, based on FUWMP water use factors or calculated in the same way as described above for the track alignments. This information is summarized in Table 3C."

The appendix then states "Total water use for each station site has been estimated as follows: • Fresno Station: 39 ac-ft/yr. • Kings Tulare Regional Station – East Alternative: 80 ac-ft/yr. • Kings Tulare Regional Station – West Alternative, at-grade option: 147 ac-ft/yr. • Kings Tulare Regional Station – West Alternative, below-grade option: 147 ac-ft/yr. • Bakersfield Station – North Alternative: 38 ac-ft/yr. • Bakersfield Station – South Alternative: 38 ac-ft/yr. • Bakersfield Station – Hybrid Alternative: 48 ac-ft/yr."

What is the total water use for the F-B LGA station site?

What is the amount of water that would be used during construction of F-B LGA for concrete work, earthwork, dust control, and irrigation for reseeded areas for the stations, MOIF and/or track alignments?

"The construction phase of the Fresno to Bakersfield Section of the HST will result in a net decrease in annual water consumption to only 6% of the existing water usage for the Project Footprint;" How is this statement supported and applicable to F-B LGA when no part of the appendix specifically studied the F-B LGA alignment?

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I006-337

Figure 11 – Where's F-B LGA equivalent map showing existing land use?

Table 1 – Where's the F-B LGA alternative station area documenting facility characteristics, use factors, and water volumes?

Table 2 – Where's the construction water use summary for the F-B LGA alignment and station?

Table 3A – Where's the existing water use for the F-B LGA MOIF site?

Table 3B – Where's the existing water use for the F-B LGA track alignment alternative?

Table 3C – Where's the existing water use for the F-B LGA station?

Table 5 -Where's the water use for the F-B LGA station, alignment, and MOIF facility?

APPENDIX 3.6-C: ENERGY ANALYSIS MEMORANDUM

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

APPENDIX 3.7-A: SPECIAL-STATUS SPECIES AND OBSERVED HABITATS

This appendix states "A number of technical appendices included as part of the Fresno to Bakersfield Section Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) have not been recreated for the purposes of this Draft Supplemental EIR/EIS because the information contained within the technical appendix would remain applicable to the F-B LGA. Appendix 3.7-A did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS." The appendix then links to the following document:

http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBaker_Vol_II_CH3_7A_Special_Status_Species_Observed_Habitat.pdf

I006-338

Attachment 1 – Where's the F-B LGA alignment? This only lists the May 2014 project alignment not F-B LGA.

Attachment 2 – Where's the F-B LGA alignment? This only lists the May 2014 project alignment not F-B LGA.

Attachment 3/Figure A3-1 - Where are the Observed Habitats within the Habitat Study Area for F-B LGA? Where is the F-B LGA alignment?

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APPENDIX 3.7-B: COMPARISON OF IMPACTS ON BIOLOGICAL RESOURCES BY ALTERNATIVE

Where is the information from Appendix 3.7-A to validate the data numbers summarized in Appendix 3.7-B? As previously noted, Appendix 3.7-A did not include the F-B LGA alignment?

I006-339

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

APPENDIX 3.7-C: WATERSHED EVALUATION REPORT PARTS 1 THROUGH 4

This appendix states "A number of technical appendices included as part of the Fresno to Bakersfield Section Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) have not been recreated for the purposes of this Draft Supplemental EIR/EIS because the information contained within the technical appendix would remain applicable to the F-B LGA. Appendix 3.7-C did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS." This document then links to:

http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBaker_Vol_II_CH3_7C_Watershed_Evaluation_Report_1.pdf

I006-340 | Table A - Where is the Special Aquatic Resources in the Wetland Study Area for F-B LGA?

This document states "The proposed project is to construct and operate an HST rail line from Fresno to Bakersfield. The Fresno to Bakersfield Revised Draft EIR / Supplemental Draft EIS evaluates 10 alternatives, including the No Project Alternative, the BNSF Alternative and the Hanford West Bypass 1, Hanford West Bypass 2, Corcoran Elevated, Corcoran Bypass, Allensworth Bypass, Wasco-Shafter CALIFORNIA HIGH-SPEED TRAIN PROJECT EIR/EIS WATERSHED EVALUATION REPORT FRESNO TO BAKERSFIELD SECTION TECHNICAL REPORT Page ES-2 Bypass, Bakersfield South, and Bakersfield Hybrid alternatives. Of the nine Fresno to Bakersfield HST Alternatives (excluding the No Project Alternative), one alternative, the BNSF Alternative, spans the entire project length, from Fresno to Bakersfield. The remaining eight alternative alignments deviate from the BNSF Alternative for portions of the route to avoid environmental, land use, or community impacts."

I006-341 | Where is the study/evaluation of the F-B LGA alternative alignment?

I006-342 | Table ES-1 – Where's the analysis and findings for F-B LGA alignment? This table includes the May 2014 project but does not include F-B LGA.

I006-343 | Figure 2-2 – Where's the F-B LGA alignment?

I006-344 | This document states "The construction and project footprints were used to identify direct impacts. A 250-foot buffer around the footprints (i.e., the study area) was used to calculate indirect impacts to adjacent aquatic resources. The existing conditions of the aquatic resources were determined by a twostep process: (1) conducting a site-specific assessment using CRAM on a sample of aquatic features representative of the type of features found in the study area; and (2) extrapolating the CRAM results and assigning a relative condition (i.e., poor, fair, good, or excellent) to the aquatic features. The Level 2 Impact Evaluation consists of quantifying the impacts, assessing the condition of the aquatic resources, and extrapolating the conditions of the aquatic features." Where's the analysis for F-B LGA? This appendix contains an analysis for the May 2014 project (Hybrid alignment) but omits F-B LGA.

I006-345 | The document states "The extents (quantity: area) of the aquatic features affected by the project were calculated using a GIS model in which the mapped aquatic features as presented in the Fresno to Bakersfield Section: Supplemental Preliminary Jurisdictional Waters and Wetlands Delineation Report (Authority and FRA 2012g) were overlaid on the construction and project footprints." Where's the analysis for F-B LGA? This appendix contains an analysis for the May 2014 project (Hybrid alignment) but omits F-B LGA.

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I006-346 | "Permanent and temporary impacts are largely distinguished by the purpose of the disturbance and whether the impact occurs solely for the construction phase or would result in a permanent or long-term disturbance of the resource. For example, temporary impacts are associated with construction staging areas and underground utility relocation efforts, whereas permanent impacts result from the construction of the HST tracks, stations, and associated infrastructure (e.g., road overcrossings, electrical facilities). For vernal pool and swale features that straddle the footprint, the portion of the feature within the footprint would be considered to be directly affected. The portion of the feature outside the construction footprint would be said to undergo an —indirectbisected|| impact." What are these impacts for F-B LGA?

I006-347 | "Indirect impacts to aquatic features would occur within 250 feet of the construction and project footprints. Indirect impacts would not overlap with direct impacts. Indirect impacts would occur due to the alterations in hydrology and soil that result from adjacent direct impacts associated with construction and project activities." Where are the impacts for F-B LGA?

I006-348 | "The post-project conditions of aquatic resources in and adjacent to the construction and project footprints were estimated using a set of projections generated for the project. These projections considered the type of aquatic feature (man-made or natural), the type of impact (direct or indirect), and the relative condition (poor, fair, good, or excellent). The post-project condition assessment is important to identify the net aquatic functions and services lost within each watershed or by each project alternative, so that decisions can be made in terms of understanding the mitigation obligation to achieve —no net loss|| of aquatic functions and services (or conditions)." Given that the project footprints between the May 2014 project and F-B LGA differ substantially, where are the impacts for the F-B LGA alignment?

I006-349 | "Modifications to impacts and post-project condition were made to features separated from the construction and project footprints by the existing BNSF railroad tracks. The BNSF railroad provides a buffer to those aquatic features to the east from the effects of the HST project because the footprint of the HST project is west of the existing BNSF railroad tracks." What are the impacts for F-B LGA? This is specific only to the May 2014 project.

I006-350 | This document states "The Fresno to Bakersfield Section of the HST System is in in the San Joaquin Valley of California. In general, it parallels the existing BNSF Railway tracks and State Route (SR) 43. The study area is west of SR 99 and east of Interstate 5. The alignment trends in an overall northwest to southeast direction for approximately 118 miles with a minimum study area width of 250 feet." – What about the F-B LGA alignment?

I006-351 | Figure 4-1 – Where's the F-B LGA alignment in relation to the Tulare Lake Basin ecological sections and watersheds?

I006-352 | Figure 4-2 - Where's the F-B LGA alignment in relation to the Tulare Lake Basin watersheds?

I006-353 | Figure 4-3 - Where's the F-B LGA alignment in relation to the Floodplains and hydrology?

I006-354 | Figure 4-4 - Where's the F-B LGA alignment in relation to the Soil associations?

I006-355 | Figure 4-5 - Where's the F-B LGA alignment in relation to the Physiographic characteristics?

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

- I006-356 | Figure 4-6 - Where's the F-B LGA alignment? What types of wildlife habitat types are within the alignment?
- I006-357 | Page 4-27 - Where's the analysis for the Union Pacific Right-of-Way? There is an analysis for the BNSF project, but F-B LGA follows the Union Pacific corridor for many miles of the alignment.
- I006-358 | Figure 4-7 - Where's the F-B LGA alignment in relation to the Jurisdictional waters delineation and riparian areas?

APPENDIX 3.8-A: WATER BODIES CROSSED BY PROJECT ALTERNATIVES

Submission I006 (Adam Cohen, January 16, 2018) - Continued

APPENDIX 3.8-B: SUMMARY OF HYDRAULIC MODELING

This appendix states "A number of technical appendices included as part of the Fresno to Bakersfield Section Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) have not been recreated for the purposes of this Draft Supplemental EIR/EIS because the information contained within the technical appendix would remain applicable to the F-B LGA. Appendix 3.8-B did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS" and redirects the reader to the following document:

http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBaker_Vol_II_CH3_8B_Summary_of_Hydraulic_Modeling.pdf

I006-359 | Table 3.8-B5 – What's the Modeling Results for the Kern River When Road Embankment Does Not Fail for the F-B LGA alignment?
Table 3.8-B6 – What's the Modeling Results for the Kern River When Road Embankment Fails?

Appendix 3.11-A Safety and Security Data

This appendix states "A number of technical appendices included as part of the Fresno to Bakersfield Section Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) have not been recreated for the purposes of this Draft Supplemental EIR/EIS because the information contained within the technical appendix would remain applicable to the F-B LGA. Appendix 3.11-A did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS" and redirects the reader to the following document:

http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBaker_Vol_II_CH3_11A_Safety_Security_Data_March_2014.pdf

I006-360 | Is there more recent Train Accidents and Casualties data than 2004–2009? This data is quite old.
I006-361 | Table 3.11-A-3 – What are the highway-rail grade crossing accidents/incidents for the F-B LGA alignment?
I006-362 | Table 3.11-A-4 – What are the Critical Facilities and Infrastructure in the HST Study Area? Most of the facilities listed in Table 3.11 are outside of the F-B LGA study area.

Submission I006 (Adam Cohen, January 16, 2018) - Continued

APPENDIX 3.11-B: AIRPORT OBSTRUCTIONS

This appendix states “A number of technical appendices included as part of the Fresno to Bakersfield Section Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) have not been recreated for the purposes of this Draft Supplemental EIR/EIS because the information contained within the technical appendix would remain applicable to the F-B LGA. Appendix 3.11-B did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS” and redirects the reader to:

file:///C:/Users/Adam%20Cohen/Downloads/FB_LGA_Draft_EIRS_110917/Volume%20II%20-%20Technical%20Appendices/29.FBLGA_Draft_EIRS_Vol_2_APPX3_11_B_Airport_Obstructions.pdf

This section states “Five public or public-use airports are located in the project area” and lists the following airports: Fresno-Chandler Executive Airport, Hanford Municipal Airport, Corcoran Airport, Wasco-Kern County Airport, Shafter-Minter Field.

I006-363 | Where is the analysis for Bakersfield Meadows Field? Bakersfield Meadows Field is within the Glideslope and approach buffer of the F-B LGA Station Area which could limit the density of development around the F-B LGA station and have other impacts.

This section states: “3.11-B.9.5 Shafter-Minter Field Neither the BNSF Alternative nor the Wasco-Shafter Bypass Alternative is located in areas within or beneath Part 77 airspace surfaces for Shafter-Minter Field. Therefore, neither alignment penetrates the airport’s Part 77 airspace surfaces.”

I006-364 | Is the F-B LGA alignment within or beneath Part 77 airspace surfaces for Shafter-Minter Field?

Appendix 3.12-A Relocation Assistance Program Brochures

Submission I006 (Adam Cohen, January 16, 2018) - Continued

Appendix 3.12-B Effects on School District Funding and Transportation Bus Routes

I006-365

Appendix 3.12-C Effects on Children's Health and Safety

Table 3.12-C-3 Parks, Recreation, and Open-Space Resources in the Study Area for the F-B LGA – What is the distance of the centerline from Mill Creek Linear Park North (which begins at 24th Street). This is much closer to the F-B LGA Centerline than Stella Hills Elementary School.

What is the distance of the centerline from the Central Park?

Submission I006 (Adam Cohen, January 16, 2018) - Continued

Appendix 3.13-A Land Use Plans, Goals, and Policies

- I006-366 | 3.13-A-4 Regional Transportation Plans – Where is the Kern Council of Governments Terminal Impact Analysis Study (Adopted)? This study can be accessed at: http://www.kerncog.org/wp-content/uploads/2010/04/HSR_Terminal_200307.pdf
- I006-367 | City of Bakersfield HSR Station Area Plan (Draft) – This plan is not complete and undergoing an EIR process, with a public hearing and a comment period that closes after the comment period for the F-B LGA draft EIR/EIS. This plan was not released publicly until January 5, 2018. Furthermore, this plan only examines one high-speed rail station not both F-B LGA and the May 2014 Project. As such, please remove this as it has not been approved/adopted and does not examine both high-speed rail station locations.
- “The plan is scheduled for completion in February 2017.” – Please delete or correct the following statement as the plan has not been completed and approved.

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Appendix 3.14-A Results and Findings of Land Evaluation and Site Assessment Pursuant to the Farmland Protection Policy Act

- I006-368 | 3.14-A.3 Farmland Conversion Impacts Results & Table 3.14.A-1 Land Evaluation and Site Assessment LESA Scores by Alternative – Please note, as noted in earlier comments, the methodology used to compare F-B LGA and the May 2014 includes the Shafter HMF facility as part of the May 2014 project, only. Why is the inclusion of an approximately 450-acre heavy maintenance facility an equivalent comparison? Please re-do the analysis using an equivalently sized MOIF facility for both F-B LGA and the May 2014 project.

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

Appendix 3.14-B Remnant Parcel Analysis

I006-369

Why does this section depict approximately 28-acre MOIF facility in the vicinity of 7th Standard Road for the May 2014 Project whereas all other sections depict approximately a 450-acre Shafter Heavy Maintenance Facility (east) as part of the project footprint? This appendix would appear to be correct while other sections of the F-B LGA draft EIR/EIS appear to be in error.

Appendix 3.14-C High Speed Train Noise Disturbance on Grazing Lands

This appendix states "A number of technical appendices included as part of the Fresno to Bakersfield Section Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) have not been recreated for the purposes of this Draft Supplemental EIR/EIS because the information contained within the technical appendix would remain applicable to the F-B LGA. Appendix 3.14-C did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS" and redirects the reader to the following document:

http://www.hsr.ca.gov/docs/programs/fresno-bakersfield/final_ERIS_FresBaker_Vol_II_CH3_14C_Noise_Disturbance_Grazing.pdf

I006-370

However, on the linked document in Section High-Speed Train Noise Disturbance on Grazing Lands and Table 3.14-C-1 Acres of Grazing Land Indirectly Impacted by Noise, the following alignments are analyzed: BNSF Alternative; Hanford West Bypass 1 Alternative; Hanford West Bypass 1 Modified Alternative; Hanford West Bypass 2 Alternative; Hanford West Bypass 2 Modified Alternative; Corcoran Elevated Alternative; Corcoran Bypass Alternative; Allensworth Bypass Alternative; Wasco-Shafter Bypass Alternative; Bakersfield South Alternative; and Bakersfield Hybrid Alternative. Where's the analysis for the F-B LGA alignment?

Submission I006 (Adam Cohen, January 16, 2018) - Continued

Appendix 3.17-A Programmatic Agreement

I006-371 | Is this programmatic agreement still valid if the CHSRA receives NEPA assignment?

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Appendix 3.19-A Planned and Potential Projects

I006-372 | Table A- 3 Planned and Potential Projects and Plans - City of Bakersfield – “The proposed Downtown Bakersfield High Speed Rail Station Area Vision Plan will establish a strategic vision for the future development of the High Speed Rail Station and the surrounding areas. The Plan will address key factors affecting future development within the plan area, including but not limited to: land use patterns in the context of the Metropolitan Bakersfield General Plan, architecture and urban design, infrastructure, multi-modal transportation services and circulation, parking, pedestrian and bicycle access, open space and recreation, arts and culture, and other principal factors. The proposed project would establish a phased approach to future physical development, including a long-term (30-year) development projection which envisions the following development statistics: up to 2,005,000 square feet of office; up to 8,570 residential units; up to 906,000 square feet of retail; and up to 2,400 hotel rooms.” This is a vision plan with no zoning changes or project approvals. This document has also not cleared environmental review. Why is a vision document without any planned projects or zoning changes being included as a planned and potential project?

I006-373 | Figure 4 – Where is the Bakersfield High Speed Rail Station Area Vision Plan that is included in Table A-3 but not depicted in Figure 4?

Figure 4 – Oildale and East Bakersfield are apart of the urban area in metropolitan Bakersfield. Why aren't they depicted as such in Figure 4?

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

Appendix 3.19-B Planned Transportation Projects

- I006-374 | Table B- 3 Planned Transportation Projects – City of Bakersfield – Where are the planned Centennial Corridor and Beltway Operational Improvements Project? Where are the Oak St and Truxtun Ave; and Oak St and 24th St intersection improvements?
- I006-375 | Figure 3.19 – B – Why isn't the urban areas of East Bakersfield and Oildale depicted as an urban area of the Bakersfield Metropolitan Area? These are highly urbanized areas.

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Appendix 5-A Operating Cost Memorandum

- This appendix states "states "A number of technical appendices included as part of the Fresno to Bakersfield Section Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) have not been recreated for the purposes of this Draft Supplemental EIR/EIS because the information contained within the technical appendix would remain applicable to the F-B LGA. Appendix 5-A did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS. To review the appendix in its entirety, please refer to the Authority's" and redirects to the following URL: https://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBaker_Vol_II_CH5A_Operating_Cost_Memo.pdf
- I006-376 | This analysis (as clearly depicted in Table 2), analyzes the May 2014 Project O&M "with" and "without" a HMF facility. Should it be deemed to retain the HMF analysis in the document, may I suggest that the May 2014 Project Analysis be presented in the same fashion as this document (May 2014 Project Impacts With HMF) and (May 2014 Project Impacts Without HMF) throughout the draft F-B LGA EIR/EIS. I think this would help provide a more objective and transparent comparison of the impacts for the public, the CHSRA, and FRA."
- I006-377 | Has the early train operator reviewed and comment on this section?

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

Appendix 8-A Analysis of the Comparable Section (May 2014 Project)

I006-378	“Comparatively, the May 2014 Project included a station that would be constructed at the corner of Truxtun and Union Avenues/SR 204 as well as an MOIF that would be located along the alignment just north of the city of Bakersfield and 7th Standard Road. Figure 8-A-1 shows the F-B LGA and the May 2014 Project that is analyzed in this Draft Supplemental EIR/EIS as well as in this Appendix.” Isn’t the main north station entrance centered at V St and Truxtun (rather than Union Ave and Truxtun)?
I006-379	Figure 8-A-1 F-B LGA and May 2014 Project – Why is the Shafter Heavy Maintenance Facility depicted as part of the project footprint in Figure 8-A-1 F-B LGA and May 2014 Project?
I006-380	Figure 8-A-2 Study Intersections at Bakersfield Station – Is this for the F-B LGA Bakersfield Station, May 2014 Project Bakersfield Station, or both?
I006-381	The May 2014 Project Analysis (as well as Figure 8-A-4 Existing Plus May 2014 Project: Average Daily Traffic and Number of Lanes: Map B) fails to account for and incorporate the Centennial Corridor. What traffic from the May 2014 Project will be shifted from surface streets to Westside Parkway, Centennial Corridor, and CA-58?
I006-382	8-A-2 F-B LGA Comparison with the May 2014 Project – Has the analysis for the May 2014 project been revised to include the impacts on local roads on local roads when accounting for the completion of Centennial Corridor (and other Thomas Roads Improvement Program (TRIP) projects)? Does the analysis for F-B LGA and the May 2014 Project take into consideration the impacts on local roads when accounting for the completion of Centennial Corridor (and other Thomas Roads Improvement Program (TRIP) projects)? Why is Centennial Corridor, a major east-west free connector currently under construction not depicted in the transportation analysis of this section (and other transportation sections throughout the F-B LGA draft EIR/EIS)?
I006-383	“Eleven of the study intersections are projected to be significantly affected by the May 2014 Project.” How is this analysis impacted when accounting for the TRIP projects associated with 23 rd /24 th Street, Hageman Flyover, and Centennial Corridor?
I006-384	Table 8-A-1 Transportation Impact Comparison between the May 2014 Project and F-B LGA – This table compares the May 2014 Project to F-B LGA. The table highlights in light gray, the lowest impact alternative. According to this table, the May 2014 Project and F-B LGA have comparable impacts for 4 metrics, with the May 2014 Project have lower impacts in 4 metrics, compared to 3 metrics for F-B LGA. As such, the following statement is incorrect “Overall, the F-B LGA would have similar impacts to transportation resources when compared to the May 2014 Project” as Table 8-A-1 shows the May 2014 Project as having lower impacts. Why is this in error? Please revise the statement to say: “Overall, the May 2014 project would have lower impacts to transportation resources when compared to the F-B LGA.”
I006-385	As a side note to this table, an increased parking count is not a lower impact. Why is the addition of 5,200 parking spaces is considered a “lower impact” than the addition of 4,500 parking spaces? More parking will generate more vehicular trips and will cost more to construct. Please also note, as written, this conflicts with established literature on the environmental impacts of parking, including but not limited to parking expert Donald Shoup.

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Air Quality and Global Climate Change

I006-386	How are the addition of vehicular trips (e.g., auto, shuttle, bus, taxi, TNC, etc.) between F Street and Amtrak; F Street and the Convention Center/Arena, and F Street and Government office buildings being accounted in the methodology? What are these impacts?
I006-387	Table 8-A-7 Noise and Vibration Impact Comparison between the May 2014 Project and F-B LGA – On this table, where is San Joaquin Community Hospital for F-B LGA? A two building complex (encompassing a cancer center and other medical facilities) are along at K Street between 26 th and 30 th Streets. Additionally, where is the Kern County Museum (for historic properties) under F-B LGA? Where are schools considered, including but not limited to Valley Oaks Charter, for F-B LGA? Why is the total properties “double counted”? – That is, you have accounted for each of the disaggregated impacts and then total them up and re-count that as another “least impact alternative”? Why is vibration impacts listed under the total number of properties (this is very confusing)?
I006-388 I006-389	Figure 8-A-5a and b – Where are the equivalent figures depicting the noise impacts and project footprint for F-B LGA? (This is an EIR whose sole purpose is to compare the impacts of these alignments)
I006-390	This section states “Overall, the May 2014 Project would have greater noise impacts than the F-B LGA. Projected vibration levels were calculated at receivers within 275 feet from the nearest HSR rail line for both the May 2014 Project and the F-B LGA” and “Therefore, vibration effects would be noticeable to 18 receivers under the F-B LGA and to no receivers under the May 2014 Project.”
I006-391	For equivalence and reader clarity, please add the following statement “As such, F-B LGA would have greater vibration impacts than the May 2014 project.”
I006-392	“A review of land uses along the May 2014 Project identified two potentially sensitive receptors (i.e., medical imaging) within the 200-foot study area. These receptors are shown in Figure 8-A-6.” Please confirm that this analysis reflects May 2014 Project Alignment B3 and not May 2014 Project Alignment B1 or B2. Are there any medical imaging facilities in the San Joaquin Community hospital buildings along K Street (e.g., the cancer center or other facilities)?
I006-393	Figure 8-A-12 May 2014 Project Habitat Study Areas (Shafter) and Figure 8-A-13 May 2014 Project Habitat Study Areas (Bakersfield) – Why is the entire Shafter Heavy Maintenance Facility (HMF) included in the study of this habitat area when the HMF is independent of the F-B LGA? Why is the entire world oil/refinery included in the habitat study area? Why are entire parcels touching the May 2014 Project Centerline included and calculated in the habitat study areas versus the May 2014 Project study area? Figure 8-A-14 Waters near the May 2014 Project (Shafter) and Figure 8-A-15 Waters near the May 2014 Project (Bakersfield) - Why is the entire Shafter Heavy Maintenance Facility (HMF) included in this study area when the HMF is independent of the F-B LGA? Why is the entire world oil/refinery included in the study area? Why are entire parcels touching the May 2014 Project Centerline included and calculated in the study areas versus the May 2014 Project study area? Table 8-A-19 Potential Acreage of Special-Status Plant Species Habitat Impacted by the May 2014 Project and the F-B LGA and Table 8-A-20 Potential Acreage of Special-Status Wildlife Species Habitat Impacted by the May 2014 Project and the F-B LGA (acres) - Why is the entire Shafter Heavy Maintenance Facility (HMF) included in this study area when the HMF is independent of the F-B LGA?

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-393	Why is the entire world oil/refinery included in the study area? Why are entire parcels touching the May 2014 Project Centerline included and calculated in the study areas versus the May 2014 Project study area?
I006-394	"Table 8-A-21 and Table 8-A-22 indicate that the May 2014 Project would have less of a direct permanent and direct temporary impact on Black Willow Thickets [, a special status plant community,] when compared to the F-B LGA." – Please add the bracketed statement for clarity.
I006-395	Table 8-A-23 Comparison of Quantity of Impacts on Waters of the U.S. (acres) and Table 8-A-24 Comparison of Quality (Relative Condition) of Impacts on Waters of the U.S. for the May 2014 Project and F-B LGA (acres)- Why is the entire Shafter Heavy Maintenance Facility (HMF) included in this study area when the HMF is independent of the F-B LGA? Why is the entire world oil/refinery included in the study area? Why are entire parcels touching the May 2014 Project Centerline included and calculated in the study areas versus the May 2014 Project study area? Figure 8-A-18 Water Districts Serving the May 2014 Project and the F-B LGA Areas - Why is the entire Shafter Heavy Maintenance Facility (HMF) included in this study area when the HMF is independent of the F-B LGA? Why is the entire world oil/refinery included in the study area? Why are entire parcels touching the May 2014 Project Centerline included and calculated in the study areas versus the May 2014 Project study area? Figure 8-A-19 Flood Zones Crossing the May 2014 Project and the F-B LGA - Why is the entire Shafter Heavy Maintenance Facility (HMF) included in this study area when the HMF is independent of the F-B LGA? Why is the entire world oil/refinery included in the study area? Why are entire parcels touching the May 2014 Project Centerline included and calculated in the study areas versus the May 2014 Project study area?
I006-396	Table 8-A-28 Hydrology Impact Comparison between the May 2014 Project and F-B LGA – This table shows that the May 2014 project would be the least impact alternative for 4 of the 6 analysis metrics. – Why then does it state "Impacts associated with groundwater and floodplains would be the same for the May 2014 Project and the F-B LGA." Please revise to say "The impacts associated with the groundwater and floodplains would be lower for the May 2014 project than for F-B LGA."
I006-397	Table 8-A-30 Potential Environmental Concerns within 150 Feet of the May 2014 Project Footprint – Where is the equivalent table for the F-B LGA? For equivalence, can you please identify Table 8-A-30 Potential Environmental Concerns within 150 Feet of the May 2014 Project Footprint as "Table 8-A-30a" and add a second table labeled "Table 8-A-30b" identifying Potential Environmental Concerns within 150 Feet of the F-B LGA Project Footprint?
I006-398	How many Airports/Airstrips/Heliports are located within two miles of F-B LGA? Please specify. How many educational facilities are located within 0.25 mile of the F-B LGA? Please specify.
I006-399	"In addition, potential impacts associated with the presence of airports/airstrips/heliports, educational facilities, and wildlands are comparable between the F-B LGA and the May 2014 Project, because the same precautions associated with the transport, use, handling, and storage of hazardous materials would be implemented under each, thereby minimizing or avoiding impacts." This statement combines two different things The impacts of aviation facilities and the impacts of hazardous materials. Please

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I006-399	separate. Additionally, what are the impacts F-B LGA on the glide slope, approach, and other requirements for Bakersfield Meadows Field? How will F-B LGA impact future facility growth including the ability to upgrade to Class C or Class B air space? What would Class B or Class C airspace, or the addition or reconfiguration of Meadows Field runways impact the height and density of development within close proximity (e.g., 0.25, 0.5, and 1 mile) radius around the F-B LGA station/station area?
I006-400	Figure 8-A-20 May 2014 Project and Safety-Related Facilities (Shafter) and Figure 8-A-21 May 2014 Project and Safety-Related Facilities (Bakersfield) - Why is the entire Shafter Heavy Maintenance Facility (HMF) included in this study area when the HMF is independent of the F-B LGA? Why is the entire world oil/refinery included in the study area? Why are entire parcels touching the May 2014 Project Centerline included and calculated in the study areas versus the May 2014 Project study area?
I006-401	"As described above, the May 2014 Project could increase demand for local emergency responders around the station due to station activity and associated redevelopment and economic activity." Please add "This impact is estimated to be comparable for F-B LGA."
I006-402	Hospitals – What are the impacts of the F-B LGA on ambulance response times to San Joaquin Community and Memorial Hospitals?
I006-403	"and several businesses and ancillary facilities associated with the Mercy Hospital medical complex" – Why are these facilities each counted individually versus Mercy Hospital? "As the F-B LGA would follow existing and long-established highway and railroad corridors through the urban areas, and would not pass through established neighborhoods, it would cause less disruption than the May 2014 Project, which traverses residential areas in the Northwest District of Bakersfield." The May 2014 project also follows a long established railroad corridor. Please delete this statement or state that F-B LGA would cause disruption to agricultural lands along Burbank Avenue and commercial/industrial properties along CA-99, CA-204, and Old Town Kern.
I006-404	Table 8-A-38 Comparison of Displacements under the May 2014 Project and F-B LGA and Table 8-A-39 Comparison of Residential Displacements under the May 2014 Project and FB LGA – Why aren't the entitled and under construction homes in the Gossamer Grove community included as impacts under F-B LGA? Why is the entire Shafter Heavy Maintenance Facility (HMF) included in this analysis when the HMF is independent of the F-B LGA? Why is the entire world oil/refinery included in this analysis? Why are entire parcels touching the May 2014 Project Centerline included and calculated in in this analysis (compared to just the project footprint used for F-B LGA)? "Table 8-A-40 indicates that the F-B LGA would result in the displacement of 15 fewer businesses, but 277 more employees when compared to the May 2014 Project. Many of the business relocations that would occur under the F-B LGA and not under the May 2014 Project are located in the community of Oildale, where the alignment would run though a heavily industrial area that would be avoided by the May 2014 Project." Please state "The May 2014 project would result in the displacement of fewer employees than the F-B LGA."
I006-406	Table 8-A-41 Comparison of Business Sector Relocations under the May 2014 Project and the F-B LGA – How many employees are impacted by NAICS code?
I006-407	

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-408 | As seen in Table 8-A-42, the F-B LGA would result in an additional 12 agricultural parcels being split into two or more pieces by the HSR project footprint, relative to the May 2014 Project. The number of displaced agricultural facilities and the numbers of jobs lost would, however, be consistent between the May 2014 Project and the F-B LGA. Although the F-B LGA would result in a lower impact to agricultural revenues, by approximately \$136,772, the total effect to revenue loss under both alternatives is relatively small, representing approximately 0.1 percent of the County's total annual agricultural production. Why is the entire Shafter Heavy Maintenance Facility (HMF) included in this analysis?

I006-409 | Table 8-A-43 Comparison of Displaced and Affected Community Facilities under the F-B LGA, relative to the May 2014 Project – How many Section 8 housing units, households, and individuals are impacted by both F-B LGA and the May 2014 projects?

I006-410 | “The F-B LGA would not result in the displacement of any medical facilities, while the May 2014 Project would displace three.” What are the traffic impacts of F-B LGA on Memorial and San Joaquin Hospitals, access, emergency response, and care (as Mercy Hospital is not within the direct vicinity of the Truxtun Station where as Memorial and San Joaquin Hospitals are in very close proximity to the F-B LGA station)?

I006-411 | The text states “Positive values indicate that the F-B LGA would have more of an impact than the May 2014 Project, while negative values indicate that the F-B LGA would have less of an impact than the May 2014 Project” however the footnote below the table states “1 Negative values indicate that the F-B LGA has less of an impact than the May 2014 Project.” – Please clarify and explain.

I006-412 | The text states “In total, the May 2014 Project would result in 845 more one-year full-time job equivalents, with 445 of them being direct and 400 being indirect or induced (Table 8-A-47)” however the May 2014 Project is not highlighted gray for lower impact under regional job creation in Table 8-A-48 Socioeconomics and Communities Impact Comparison between the May 2014 Project and F-B LGA.

I006-413 | Table 8-A-48 Socioeconomics and Communities Impact Comparison between the May 2014 Project and F-B LGA – Under Regional Job Creation for the May 2014 Project, please add the following statement “In total, the May 2014 Project would result in 845 more one-year full-time job equivalents, with 445 of them being direct and 400 being indirect or induced” and highlight gray as the least impact alternative.

I006-414 | “The May 2014 Project would result in permanent conversion of approximately 976 acres of land currently in other uses.” Why is the entire Shafter Heavy Maintenance Facility (HMF) included in this analysis/calculation?

I006-415 | “For the May 2014 Project, approximately 41 percent of the land that would be used permanently for the HSR tracks and supporting facilities (e.g., traction power and communication systems) is currently in similar uses (i.e., rights-of-way and transportation) or is vacant land; 44 percent is in agricultural uses; and about five percent is in residential, commercial, and industrial uses.” Why is the entire Shafter Heavy Maintenance Facility (HMF) included in this analysis/calculation?

I006-415 | “In metropolitan Bakersfield, the May 2014 Project follows the BNSF through a densely developed residential area from Hageman Road to Coffee Road, where there is already an incompatibility between the existing freight rail line and residential uses. This incompatibility would be enhanced by the HSR because the May 2014 Project would increase the intensity of land use, and it would be incompatible with adjacent residential land uses.” Why is this stated when elsewhere the Fresno to Bakersfield Final EIR/EIS states that HSR is lower impact than existing conventional railroad facilities?

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I006-416 | “East of SR 99 to the project terminus at the Truxtun Avenue Station, the May 2014 Project remains close to the BNSF; but the existing freight rail is incompatible with many adjacent land uses in this area, including the Bakersfield Homeless Center, community facilities flanking Truxtun Avenue, and the partially redeveloped Mill Creek area. The May 2014 Project would enhance this incompatibility by converting residential, commercial, and community facility uses and intensifying the transportation use for the area.” Why is there no reference to an intermodal station at Amtrak? Why is an intermodal Amtrak/HSR station considered an incompatible land use? Why is Transit Oriented Development around an existing Amtrak Station also considered an incompatible land use for HSR? Why is there no reference to the fact that passenger rail (San Joaquin Amtrak use the same existing rail corridor as BNSF)?

I006-417 | “Bakersfield ridership and parking demand would result in changes in demand for parking during the transition to the full HSR System. The downtown Truxtun Avenue Station would provide up to 4,500 parking spaces after the station is completed, but the full 2035 parking demand is estimated to be 8,100 spaces (Authority and FRA 2014b).” Given the increase in transportation network companies and forecast changes with automated vehicles, is the 8,100 parking space (and even the 4,500 parking space) estimates still valid? What methodology/sources is the CHSRA using to substantiate this?

I006-418 | Please delete the following quote (reasons noted below) “Therefore, while the Truxtun Avenue Station would encourage higher-intensity development in the surrounding areas, opportunities for revitalization are limited.” Is the CHSRA stating that higher-intensity development around comparable station areas (e.g., San Francisco Transbay, San Jose Diridon, Fresno Downtown, and Los Angeles Union Station) also have limited revitalization opportunities? Is the CHSRA stating that placing HSR on a greenfield offers more high-intensity development opportunities? What is the source for this information, as this appears to be inconsistent with SB375 and HSR Station Area Planning guidelines? What about opportunities to build higher intensity vertical development?

I006-419 | Also note, the above quote seems to conflict with the subsequent paragraphs stating “The Truxtun Avenue Station would encourage higher-intensity development in the surrounding areas, but this indirect effect would be consistent with existing urban development and expectations for the types of uses that can be supported in an urban environment. This indirect effect would also be consistent with the Kern Council of Governments and the City of Bakersfield’s plans and policies encouraging downtown revitalization (City of Bakersfield 2005). The Truxtun Avenue Station would be co-located with the existing Amtrak station and downtown transit center, which would expand the use of the existing multi-modal transportation hub, increase efficiency and accessibility regionally and locally, and could potentially increase land use densities in downtown Bakersfield because of its urban location. Increased development density in and around the Truxtun Avenue Station would provide public benefits, including increased employment, increased real estate forces, and the potential for increased retail, dining, and entertainment business opportunities, beyond the access benefits of the system itself.”

I006-419 | Why isn’t the metric of an intermodal walkable rail connection (Amtrak/HSR) incorporated into the comparison metrics and summary table for F-B LGA and the May 2014 Project? Please add this to the comparison metrics and summary table for F-B LGA and the May 2014 Project.

I006-420 | Table 8-A-49 Station Planning, Land Use, and Development Impact Comparison between the May 2014 Project and F-B LGA – Why is the Shafter HMF and oil refinery included in the May 2014 Project impacts? Also note, the parking impact is correctly noted here (fewer parking spaces is the least impact alternative).

I006-421 |

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I006-422	<p>"The Truxtun Avenue Station would encourage higher-intensity development in the surrounding areas, and this indirect effect would be incompatible with existing adjacent land uses according to the City of Bakersfield's determination." Please note that this determination is based on a draft EIR/EIS document from the City of Bakersfield that is undergoing public comment, has not completed environmental review, and is in draft form. The basis of this determination conflicts with two Kern Council of Governments approved studies, current Sustainable Communities Strategy, and the CHSRA Station Area Planning Guidelines. Please delete the quoted section and use the following reference documents as justification:</p> <p>www.kerncog.org/wp-content/uploads/2010/04/HSR_Terminal_200307.pdf</p> <p>www.kerncog.org/wp-content/uploads/2009/10/Metro_Bakersfield_Transit_Center_2015.pdf</p>	I006-428	<p>the best opportunities for the station to serve as a catalyst for new downtown economic development. ... the Truxtun site is recommended as the most attractive site for the Bakersfield Region."</p> <p>This study can be accessed at: www.kerncog.org/wp-content/uploads/2010/04/HSR_Terminal_200307.pdf</p> <p>Why wasn't this study reviewed or quoted in the F-B LGA draft EIR/EIS? Please quote the above bolded section and study in this appendix and throughout the entire F-B LGA draft EIR/EIS.</p>
I006-423	Figure 8-A-22 May 2014 Project and F-B LGA Station Locations – Why isn't the intermodal Amtrak rail connection a metric on this table? Please add it.	I006-429	"Approximately 3 percent of the F Street Station study area is underutilized or vacant, and surrounding development is characterized as aging, single-story industrial warehouses with large parking areas. Therefore, compared to the Truxtun Avenue Station, the F Street Station presents more opportunities for infill development, revitalization of existing large buildings, new job creation, and transit-oriented housing." How is existing industrial zoning considered compatible for residential and commercial transit oriented development?
I006-424	Figure 8-A-22 May 2014 Project and F-B LGA Station Locations – The HSR tracks cross roughly a rectangle at F-B LGA station and roughly a square site at the May 2014 Project station. What percentage of each station are (depicted in this figure) are taken by elevated tracks? Please add a discussion of this analysis.	I006-430	"While the Truxtun Avenue Station would be located at an existing public transportation center and would be more convenient for Amtrak and bus riders, the HSR Station at F Street would be located near a network of regional highways in an area with no existing train service as well as in proximity to the Kern River Parkway and would provide a direct connection to that facility. While the Truxtun Avenue Station may better promote transit ridership compared to the F Street Station, the opportunities for revitalization at 34th Street and Chester Avenue near the F Street Station would result in overall greater community benefit." How is the urban design of a 25-30 foot tall retaining wall between F-B LGA Station and 34 th Street conducive to walkability and infill TOD development along 34 th Street?
I006-425	"The F-B LGA would result in permanent conversion of an estimated 819 acres of land currently in other uses to transportation-related uses compared to the 976 acres that would be converted by the May 2014 Project." Why is the Shafter Heavy Maintenance Facility and Oil Refinery included in this analysis of the May 2014 Project?	I006-431	"As shown in Table 8-A-49, the F-B LGA would substantially reduce the number of acres of land that would be permanently converted to transportation-related uses compared with the May 2014 Project." Why is the Shafter HMF facility included in this analysis?
I006-426	<p>"Parking demand and required parking spaces for the F-B LGA would be the same as for the May 2014 Project." How many people are expected to walk to/from major downtown Bakersfield traffic generators to each of the two proposed stations? How many motorized vehicle trips are expected on TNCs and automated vehicles to/from F Street Station and Amtrak and the Rabobank Arena/Convention Center?</p> <p>How many fewer vehicular trips and parking spaces would be required at the May 2014 project station given its close proximity to government office buildings, hotels, convention center, arena, and other similar synergistic facilities?</p>	I006-432	The document states "the Truxtun Avenue Station may better promote transit ridership compared to the F Street Station" and then states "The F-B LGA would also reduce impacts associated with meeting parking demand at the station site" – How does reduced promotion of transit ridership associated with F-B LGA also reduce the impacts associated with meeting parking demand at the site?
I006-427	"Similar to the May 2014 Project, parking development to meet demand at the Bakersfield F Street Station would be consistent with applicable plans. It would also be compatible with adjacent land uses because current zoning supports parking development as a common use in urban centers." How is this consistent with the single family residential neighborhood in close proximity to the SW of the proposed F-B LGA station?	I006-433	"however, the F-B LGA would be considered preferable based on reduced impacts to residential, agricultural and total acres of permanent conversion of land." Why is the Shafter HMF included in this analysis?
I006-428	"Unlike the May 2014 Project, this effect would be consistent with the Kern Council of Governments' and the City of Bakersfield's plans and policies encouraging downtown revitalization (City of Bakersfield 2005, see also discussion in Section 3.13.4.1 of this Draft Supplemental EIR/EIS)." This statement is inconsistent with an approved KernCOG plan that states "[A Golden State Avenue station] would be perceived as very remote from the downtown core" ... "[A Truxtun station] is located within walking distance of the downtown area including two hotels, the convention center, many government office buildings, and Bakersfield's Ice Center and McMurtrey Aquatic Center" ... and "The Truxtun site offers	I006-434	"The May 2014 Project alignment would follow existing transportation corridors to the extent possible, but in some cases the alignment would deviate from those corridors and bisect agricultural parcels, creating noneconomic remainder parcels." Where does the May 2014 Project deviate from the BNSF corridor in agricultural lands?
		I006-435	Table 8-A-51 Agricultural Impact Comparison between the May 2014 Project and F-B LGA – "The May 2014 Project would convert 485 acres of Important Farmland" and "The May 2014 Project would temporarily use 337 acres of Important Farmland for construction" and "The farmland conversion

Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-435 | impact rating for the May 2014 Project is 144" – Why is the Shafter Heavy Maintenance Facility included in the analysis for the May 2014 Project Agricultural Impact Comparison with F-B LGA?

I006-436 | Table 8-A-52 Parks, Recreation, and Open Space Resources within 1,000 feet of the May 2014 Project Centerline – Can you please confirm the square footage of the Bakersfield Amtrak Station Playground? Is Mill Creek a park or an active transportation facility?

I006-437 | Table 8-A-54 Parks and Recreation Impact Comparison between the May 2014 Project and F-B LGA – For the F-B LGA alignment, where is the Mill Creek Linear Park North that ends at 24th Street in very close proximity to the F-B LGA Centerline?

I006-438 | Figure 8-A-23 Shafter Area: Parks, Recreation, and Open Space Resources and School District Play Areas and Recreation Facilities in the Project Study Area – This project footprint for the MOIF appears to be correct ... however, why was the Shafter HMF facility used for the May 2014 project footprint for other sections of the F-B LGA draft EIR/EIS?

I006-439 | Figure 8-A-24 Bakersfield Area: Parks, Recreation, and Open Space Resources and School District Play Areas and Recreation Facilities in the Project Study Area – Where is Mill Creek Linear Park North (@ 24th Street)? Isn't this facility within the 1,000 buffer of the F-B LGA centerline?

I006-440 | "Of all park and open space resources identified within the study area (1,000 feet from the proposed centerlines), the Kern River Parkway would be affected by both the May 2014 Project and the F-B LGA, while Weill Park would only be affected by the F-B LGA, and Mill Creek Linear Park would only be affected by the May 2014 Project." Please correct this statement as Mill Creek Linear Park runs north to 24th Street and is within 1,000 feet of the F-B LGA centerline.

"At Mill Creek Linear Park, the May 2014 Project would introduce a new 90-foot-wide maintenance easement to accommodate the placement of permanent footings for columns that would support the guideway through the portion of the park that straddles Kern Island Canal south of the existing BNSF right-of-way. Mill Creek Linear Park is a discontinuous resource of approximately eight acres in total size. Mill Creek Linear Park would not be affected by the F-B LGA. Therefore, the nature and extent of impacts at Mill Creek Linear Park would be more intense under the May 2014 Project." Please correct this statement as Mill Creek Linear Park runs north to 24th Street and is within 1,000 feet of the F-B LGA centerline.

I006-441 | "The eastward shift of the F-B LGA would also avoid the May 2014 Project's impacts to singlefamily residential neighborhoods in the Rosedale/Greenacres landscape unit." – What are the impacts to the single family Gossamer Grove residential neighborhood along F-B LGA?

I006-442 | "In the Central Bakersfield landscape unit, the F-B LGA would avoid visual impacts in downtown Bakersfield by realigning the HSR elevated viaduct eastward between SR 99 and the Union Pacific Railroad tracks. Because of this realignment, the F-B LGA would not result in an adverse effect from the introduction of an elevated viaduct adjacent to residents on 16th Street that the May 2014 Project would cause. While the location of the HSR station would result in beneficial impacts from the station building itself, associated streetscape improvements and general revitalization in those areas, the existing visual character surrounding the F Street Station would benefit to a greater degree than at the Truxtun Avenue Station." The City of Bakersfield claims they can zone parkland/greenspace under any elevated HSR viaduct ... Why would this be considered an adverse impact?

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I006-442 | "For those living in these residences, the elevated viaduct, removal of existing businesses on the street, right-of-way-clearing, and the introduction of security fencing would decrease visual quality, resulting in a significant impact." In the Bakersfield Station Area Plan Vision Document (cited in this EIR), the City of Bakersfield claims they can zone parkland/greenspace under any elevated HSR viaduct ... Why would this be considered an adverse impact?

I006-443 | Table 8-A-58 Cultural Resources Impact Comparison between the May 2014 Project and F-B LGA – "The F-B LGA would result in no direct adverse effects or indirect adverse effects on the Noriega Hotel as a TCP." Please add the impacts of the vibration/noise, as well as the indirect aesthetic impacts of the elevated viaduct running over the entrance to the Noriega Hotel.

I006-444 | "In total, the May 2014 Project would result in 846 more one-year full-time job equivalents, with 444 of them being direct and 402 being indirect or induced (Table 8-A-60). These jobs are expected to be filled predominantly by local residents, and would not result in an increase in the demand for public services and associated requirements for new or altered government and public facilities." Why is this statement not listed in the comparison table summarizes the impacts of F-B LGA and the May 2014 Project? Please add this.

I006-445 | Table 8-A-61 Summary of Cumulative Impacts for the May 2014 Project – "Agricultural Lands Not Significant Significant (Cumulatively Considerable)" – Why does this determination include the inclusion of the Shafter HMF facility?

I006-446 | Table 8-A-62 Cumulative Impacts for the Comparison between the May 2014 Project and FB LGA – Transportation Impact from Operations for F-B LGA – "Not Significant (local level)" – Please change local level to Significant for F-B LGA to account for substantial impacts noted in the draft EIR/EIS on F Street, 30th Street, and mistakenly omitted VMT/GHG emissions associated with first/last mile connections to Amtrak and large traffic generators downtown (e.g., Rabobank Arena) as traffic is shifted from walking (with the May 2014 Project) to motorized travel.

I006-447 | Table 8-A-62 Cumulative Impacts for the Comparison between the May 2014 Project and FB LGA – Socioeconomics and Communities – If the May 2014 Project and F-B LGA are being compared and analyzed using the same standards, why does the text differ between both alignments in this row of the table? In other words, why aren't Environmental Justice cumulative impacts are discussed in Chapter 5 of the F-B LGA Draft Supplemental EIR/EIS? Similarly, for "Division and/or Disruption of Community" – For the May 2014 Project, why are the impacts significant and cumulatively considered and then found significant for F-B LGA but not cumulatively considered? This is methodologically inconsistent. Similarly, for Station Planning, Land Use, and Development, For the May 2014 Project, why are the impacts significant and cumulatively considered and then found significant for F-B LGA but not cumulatively considered?

I006-448 | Table 8-A-65 Section 4(f) Impact Comparison between the May 2014 Project and F-B LGA – Mill Creek Linear Park runs to 24th Street and is within the buffer of the F-B LGA Centerline. What are the impacts of F-B LGA on Mill Creek Linear Park North? Kern River Parkway – It should be noted, in terms of magnitude, the impacts of F-B LGA are approximately twice as great on the Kern River Parkway with respect to F-B LGA than on the May 2014 Project. That is, the May 2014 Project has half the acreage of permanent park impacts from column supports and fewer acres of construction impacts.

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I006-449	“Operation of the May 2014 Project would divide communities in the Northeast and Northwest neighborhoods in Bakersfield, as well as rural areas such as Crome; remove 384 homes, 392 businesses, and 11 community services or amenities; directly affect an additional 9 community facilities; and permanently alter the character of existing communities or neighborhoods. The displacements and residual community impacts associated with operation of the May 2014 Project would affect the minority and low-income populations in the urban communities, particularly in Bakersfield’s Northeast and Northwest districts (as defined in the Fresno to Bakersfield Section CIA), as well as in rural communities, such as Crome.” – What percentage of these are displacements are low-income and minority residents, employees, and business owners? The above numbers are aggregate impacts in a section specific to environmental justice.
I006-450	“The May 2014 Project would have a substantial effect on Bakersfield High School, which is attended by predominantly minority and low-income students.” Why does the Hybrid alignment have a substantial effect on Bakersfield High School? The quoted statement was only in reference to the Bakersfield South alignment – Please delete as this is not applicable to the Hybrid alignment.
I006-451	Table 8-A-66 Environmental Justice Impact Comparison between the May 2014 Project and F-B LGA – Noise and Vibration - “Lesser impacts would occur under the F-B LGA, as severe noise impacts would affect 152 sensitive receivers compared to 305 sensitive receivers under the May 2014 Project.” Why does the May 2014 Project include all noise receivers (not just those for low income/minority communities)?
I006-452	Community Division and/or Disruption – “Lesser impacts would occur under the F-B LGA as it follows existing highway and railroad corridors and would not pass through established neighborhoods, while the May 2014 Project would traverse residential areas in the Northwest District of Bakersfield and divide the community of Crome.” Why is the BNSF not listed as an existing railroad corridor for the May 2014 Project? This statement should be deleted and/or revised, as the May 2014 Project follows an established railroad corridor (BNSF) from Shafter to Bakersfield Commons ... and then re-joins the BNSF railroad corridor from Bakersfield Corporation Yard to Oswell Street/Edison Hwy. Additionally, why is there no reference to bisecting the Old Town Kern Neighborhood along Sumner Street? This is an impact specific to F-B LGA.
I006-453	Land Use – “The F-B LGA would not result in disproportionately high and adverse effects to minority or low-income communities related to land use conversion and incompatible land uses. Because the F-B LGA follows existing transportation corridors, the conversion of land use would not substantially change the pattern and intensity of the use of the land and would be largely compatible with adjacent land uses and existing plans and policies.” Why is the BNSF not listed as an existing railroad corridor for the May 2014 Project? This statement should be deleted and/or revised, as the May 2014 Project follows an established railroad corridor (BNSF) from Shafter to Bakersfield Commons ... and then re-joins the BNSF railroad corridor from Bakersfield Corporation Yard to Oswell Street/Edison Hwy. Additionally, why is there no reference to bisecting the Old Town Kern Neighborhood along Sumner Street? This is an impact specific to F-B LGA.
I006-454	Parks and Recreation – Please explain the determination here.

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I006-455	“The approach and details used to prepare the construction cost estimate are provided in the Fresno to Bakersfield Section Cost Estimate Report (Authority and FRA 2013), which is available upon request from the Authority.” Why was this document not included in the appendix of the draft EIR/EIS?
I006-456	Table 8-A-67 Capital Cost of the Fresno to Bakersfield Section - Since the May 2014 Project is 21.15 percent of the length of the Fresno to Bakersfield section, the costs can be estimated to be 21.15 percent of the costs. Table 8-A-68 shows the estimated capital cost for the May 2014 Project. As shown in the table, the total estimated cost is \$2,893.7 million (2010 dollars) – Why does this cost estimate include the HMF facility? Why is this considered an appropriate methodology? Why wasn’t a cost comparison specific to the May 2014 Project segment conducted?
	Table 8-A-68 Capital Cost of the May 2014 Project - Why does this cost estimate include the HMF facility? Why is this considered an appropriate methodology? Why wasn’t a cost comparison specific to the May 2014 Project segment conducted? Please revise the costs to exclude costs specific to the HMF facilities studied and included in the capital costs of the Fresno to Bakersfield section. For example, the cost memorandum provided by the CHSRA includes transportation improvements specific to the HMF facility. Please see my comments about this memorandum and the costs included in that section of my comments.
	Table 8-A-71 Cost and Operation Impact Comparison between the May 2014 Project and FB LGA (2010 \$millions) – Why are the costs associated with the Shafter HMF (e.g., specific transportation infrastructure improvements and embankments required for this facility) included in the cost estimates for the May 2014 Project?
I006-457	The costs associated with “Stations” for the May 2014 Project and the F-B LGA are apportioned as a ratio based on 1 of the 24 stations being located in the May 2014 Project and the F-B LGA. – Why is this considered an appropriate methodology when F-B LGA has 700 more structured parking spaces than the May 2014 Project?
I006-458	Table 8-A-72 Natural Resources Impacts Comparison – Why does this include natural resources within the Shafter HMF and Oil Refinery footprints?
	Table 8-A-72 Natural Resources Impacts Comparison - Why does this include natural resources within the Shafter HMF and Oil Refinery footprints?
I006-459	What’s the cost of adding a shuttle service to connect F St Station to the Amtrak Station? Where is this cost in the O&M calculations specific to F-B LGA?

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	Volume III: Alignment Plans, Profiles and Cross Sections	Volume III: Composite Utility Plans
I006-460 *	What are the sound, vibration, and aesthetic impacts of F-B LGA on Walker St in Shafter?	
I006-461 *	What are the impacts of F-B LGA on the planned northern beltway along Burbank Avenue?	
I006-462	Please revise F-B LGA along Burbank Avenue from an embankment to a retained Embankment for compatibility with the Northern Beltway project.	
I006-463	6010+00 – Where is the cost for this bridge structure in the authority cost estimation memorandum? 6075+00 - Where is the cost for this bridge structure at Riverside St in the authority cost estimation memorandum? 6095+00 - Where is the cost for this bridge structure at Cherry St in the authority cost estimation memorandum?	
I006-464	Please add a bridge/undercrossing at Orange Ave E. Please add a bridge/undercrossing at Mendota St.	
I006-465	6210+00 - Where is the cost for this bridge structure at Driver Rd in the authority cost estimation memorandum? 6265+00 – Where is the cost for this bridge structure at Zachary Ave in the authority cost estimation memorandum? 6330+00 - Where is the cost for this bridge structure at the canal and access roads in the authority cost estimation memorandum? 6370+00 – Where is the cost for this bridge structure at Zerk Road in the authority cost estimation memorandum? 6425+00 Where is the cost for this bridge structure at Friant-Kern Canal in the authority cost estimation memorandum?	
I006-466 *	Please add a bridge/undercrossing at Verdugo Ln.	
I006-467	6515+00 Where is the cost for this bridge structure at Lerdo Canal in the authority cost estimation memorandum?	
I006-468 *	6040+00 thru 6505+00 And 6675+00 thru 6702+00 – Project departs an existing transportation corridor.	
I006-469 *	6675+00 thru 6702+00 – Why does this segment switch to an embankment?	
I006-470	6710+00 - Where is the cost for this bridge structure at SR-99 in the authority cost estimation memorandum?	

Submission I006 (Adam Cohen, January 16, 2018) - Continued

Volume III: HSR Elevated Structures Plans

Volume III: Maintenance of Infrastructure Facility Plans, Profiles and Cross Sections

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Volume III: Roadway and Roadway Structure Plans

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Volume III: Station Drawings

- I006-471 Overall, the station design is uninspiring architecturally and not walkable.
- I006-472 How is the F St Station walkable when it is bounded by the UNP to the North and SR-204, including a highway interchange to the south? Why not reconfigure SR-204 and place it below grade with a station plaza that covers SR-204 and bridges this gap?
- I006-473 Why weren't any other alternative station locations studied for analysis, including but not limited to an Old Town Kern Station?
- I006-474 There are a lot of 4-way intersections inside the station area ... Has traffic flow in/and out of the station been modelled? Is this design safe for cyclists and pedestrians?
- I006-475 Is your waiting area for Uber/Lyft large enough? Does this station design over build parking given forecast changes with shared automated and privately owned automated vehicles?
- I006-476 Would a one-way loop inside the station area be more efficient and safer?
- I006-477 How much traffic is generated inside the station area by people looking for a available, yet scattered parking? Would it make more sense to put rental cars on the south surface lot or to make the south surface lot the waiting a drop-off area for vans, taxis, and Uber/Lyft?
- I006-478 Why does this station prioritize motorized modal access above active transportation access?
- I006-479 Is a general parking surface lot of 30 spaces realistic? Wouldn't such a small lot generate more traffic in/and/out looking for parking than would be useful?
- I006-480 What is the cost of the transit center building? Why hasn't this been included in the project costs? Where is the space for buses to load, unload, and wait? Does the station have sufficient room for a bus to turn and maneuver?
- I006-481 Why is the BRT stop placed adjacent to the station and not inside the station complex?
- I006-482 Please specify the capacity of the van, taxi, uber/lyft waiting area.
- I006-483 What type of retail is envisioned in approximately 380-400 sq ft?
- I006-484 How many ticket sales windows will there be?
- I006-485 Why is each retail space smaller than the restrooms and about the size of the electrical utility closet?
- I006-486 How many additional personnel will be need to man (e.g., FTEs) a main station entrance and a second station entrance? Why aren't these included in the O&M cost comparisons?
- I006-487 Why do pedestrian cross on an elevated guideway above the access road and then below the SR-204 interchange? What is the walking distance using this pathway from the main station entrance to the Golden State Mall? How will passengers walk from the main station entrance to 34th Street? How tall is the retaining wall? Is the slope of the access road to 34th St ADA compliant? Please add escalators and a elevator to 34th St to make it more walkable?

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-488	Why wasn't a multi-level station design done? In other words, why was 34 th St maintained at the same elevation over the station complex with a complete level of services and the below grade at F Street a separate level? Given the space constraints, it seems like it would be more appropriate to design multi-level access (similar to an airport) versus trying to bring everyone to ground level and then direct people to multiple 7 store garages.
I006-489	Please add a comparison table comparing the room schedules of the F-B LGA and May 2014 Projects? Please add this to the comparison analysis and summary analysis for F-B LGA and the May 2014 Project.
I006-490	Why is the F-B LGA free concourse only 10,346 SF when the May 2014 Project free concourse is 19145 SF (almost twice the size)? Please develop a new station design with a free concourse that is equivalent or larger than the May 2014 Project station?
I006-491	In the F St station design, where are the majority of the retail concessions approximately the size of the staff restrooms?
I006-492	The Room Schedule shows a detached building, a main entrance, and a secondary entrance. Where is the detached building on the station design?

Volume III: Systems Schematic, Traction Power, Train Control and Communications Site and Access
Roadway Plans

Response to Submission I006 (Adam Cohen, January 16, 2018)

I006-1

The commenter suggests a station in Old Town Kern “between Baker and Beale streets” rather than F Street.

In response to this request, a feasibility study (Authority 2018) was conducted to determine whether a station between Baker and Beale streets in Old Town Kern would be practicable.

The following is a list of CHSR Technical Memorandum (TM) used to evaluate station sites.

- TM 2.1.3 Turnouts and Station Tracks
- TM 2.2.4 Station Platform Geometric Design

As defined in the TMs, the length of the station platform is 1,400 feet long and a minimum of 117 feet wide. The station tracks that service the platforms connect to the mainline tracks at a minimum of 2,450 feet from the center of the platform. In addition, there are high-speed crossovers each side of the station track turnouts. These turnouts and crossovers must be located on tangent (straight) track, and cannot be within 1,300 feet of a horizontal curve.

Engineering

The Old Town Kern station as described by the commenter would be infeasible in terms of engineering for the following reasons:

- Mainline alignments would need to be moved south to allow edge of the HSR platform to be 15 feet from UPRR right-of-way line. A distance of 15 feet is required as maintenance easement along aerial structures. Additionally, moving the alignment would impact all properties south of Sumner Street, as well as all properties south of the F-B LGA alignment between Chester Avenue and Miller Street.
- Further, the distance along the alignment between Baker Street and Beale Avenue is only 975 feet, which is 425 fewer feet than required by the CHSR TM as noted above.

I006-1

There is a horizontal spiral between Baker Street and Beale Avenue, which means that the station track turnouts would need to be placed north around the curve. This would add approximately 8,350 feet of additional viaduct. Station tracks to the east would begin approximately at Miller Street.

- Finally, the area between Baker Street and Beale Avenue and 19th Street and Kentucky Street minus the Union Pacific Railroad property is approximately 24 acres. The F Street Station site is 44 acres. Vehicular access to the site would be difficult and would require significant modification to City of Bakersfield arterial and collector roadways.

Environmental

The Old Town Kern station as described by the commenter would be infeasible in terms of environmental resources for the following reasons:

- The proposed station location along Sumner Street between Baker Street and Beale Avenue would displace several commercial businesses, including Pyrenees French Bakery, Luigi's, and Arizona Café. This site would also displace The Mission at Kern County (homeless shelter), Bakersfield Fire Station No. 2, and the U.S. Post Office building at 727 Kentucky Street.
- The Baker-Beale site as proposed has a high sensitivity for historical archaeological deposits, and contains two known historic properties (former SPRR, now UPRR, Rail Depot and the Fire Station). Placement of a station footprint here would cause a direct adverse effect to both properties.
- Further, a station located at the Baker-Beale site would likely have a much longer footprint extending in both directions along the centerline. Therefore, it is very likely that other known historic properties would be adversely affected (specifically, Noriega's

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-1

Traditional Cultural Property [TCP] and the Amestoy Hotel, and possibly the Kern Land Co Warehouse). The F-B LGA project made a considerable effort to avoid, minimize, and mitigate potential adverse effects of the HSR viaduct to the Noriega's TCP – an HSR station at this location would likely have more extensive adverse effects on this property and others in the area.

- Finally, a station at this location would require additional inventory and evaluation of built environment resources to the north and south, and possibly to the east and west as well, in areas that are outside the current APE. These areas are likely to reveal additional historic properties based on the age of this neighborhood and the presence of known historic properties.

I006-2

The commenter suggests a station in Old Town Kern “between Baker and Beale streets” rather than F Street.

In response to this request, a feasibility study (Authority 2018) was conducted to determine whether a station between Baker and Beale streets in Old Town Kern would be practicable.

The following is a list of CHSR Technical Memorandum (TM) used to evaluate station sites.

- TM 2.1.3 Turnouts and Station Tracks
- TM 2.2.4 Station Platform Geometric Design

As defined in the TMs, the length of the station platform is 1,400 feet long and a minimum of 117 feet wide. The station tracks that service the platforms connect to the mainline tracks at a minimum of 2,450 feet from the center of the platform. In addition,

I006-2

there are high-speed crossovers each side of the station track turnouts. These turnouts and crossovers must be located on tangent (straight) track, and cannot be within 1,300 feet of a horizontal curve.

Engineering

The Old Town Kern station as described by the commenter would be infeasible in terms of engineering for the following reasons:

- Mainline alignments would need to be moved south to allow edge of the HSR platform to be 15 feet from UPRR right-of-way line. A distance of 15 feet is required as maintenance easement along aerial structures. Additionally, moving the alignment would impact all properties south of Sumner Street, as well as all properties south of the F-B LGA alignment between Chester Avenue and Miller Street.
- Further, the distance along the alignment between Baker Street and Beale Avenue is only 975 feet, which is 425 fewer feet than required by the CHSR TM as noted above. There is a horizontal spiral between Baker Street and Beale Avenue, which means that the station track turnouts would need to be placed north around the curve. This would add approximately 8,350 feet of additional viaduct. Station tracks to the east would begin approximately at Miller Street.
- Finally, the area between Baker Street and Beale Avenue and 19th Street and Kentucky Street minus the Union Pacific Railroad property is approximately 24 acres. The F Street Station site is 44 acres. Vehicular access to the site would be difficult and would require significant modification to City of Bakersfield arterial and collector roadways.

Environmental

The Old Town Kern station as described by the commenter would be infeasible in terms of environmental resources for the following reasons:

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-2

- The proposed station location along Sumner Street between Baker Street and Beale Avenue would displace several commercial businesses, including Pyrenees French Bakery, Luigi's, and Arizona Café. This site would also displace The Mission at Kern County (homeless shelter), Bakersfield Fire Station No. 2, and the U.S. Post Office building at 727 Kentucky Street.
- The Baker-Beale site as proposed has a high sensitivity for historical archaeological deposits, and contains two known historic properties (former SPRR, now UPRR, Rail Depot and the Fire Station). Placement of a station footprint here would cause a direct adverse effect to both properties.
- Further, a station located at the Baker-Beale site would likely have a much longer footprint extending in both directions along the centerline. Therefore, it is very likely that other known historic properties would be adversely affected (specifically, Noriega's Traditional Cultural Property [TCP] and the Amestoy Hotel, and possibly the Kern Land Co Warehouse). The F-B LGA project made a considerable effort to avoid, minimize, and mitigate potential adverse effects of the HSR viaduct to the Noriega's TCP – an HSR station at this location would likely have more extensive adverse effects on this property and others in the area.
- Finally, a station at this location would require additional inventory and evaluation of built environment resources to the north and south, and possibly to the east and west as well, in areas that are outside the current APE. These areas are likely to reveal additional historic properties based on the age of this neighborhood and the presence of known historic properties.

I006-3

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station.

As shown in Volume III: Station Drawings, bicycle and pedestrian path and bridges are proposed that would connect to existing bicycle infrastructure to provide active transportation connections, as well as an ADA accessible path. The City of Bakersfield would be responsible for implementing transit oriented development guidelines and policies to develop connectivity and pedestrian access to and from the HSR station. As such, the F Street Station is designed to accommodate pedestrian and bicycle active transportation modes, as well as transit and single-occupancy vehicles.

I006-4

The commenter cites the Authority's High-Speed Train Station Area Development General Principles and Guidelines and indicates that they are more descriptive of the Truxtun Station (May 2014 Project) than the F Street Station.

Both the Truxtun Avenue and the F Street station designs in the Draft Supplemental EIR/EIS are conceptual designs that are based on:

- California High-Speed Rail Authority documents:
 - Statewide architectural excellence goals
 - System design criteria and technical memoranda
 - Station area development policy
 - Urban design guidelines
- Kern Council of Governments documents:
 - 2014 Regional Transportation Plan and Sustainable Communities Strategy
 - Metropolitan Bakersfield Transit Center Study
 - Metropolitan Bakersfield Transit System Long-Range Plan
- City of Bakersfield's General Plan

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-4

While both station locations and preliminary station designs are based on the HST Station Area General Principles and Guidelines, and reasonable people can disagree about which location best describes consistency with those general principles, the Authority's Board of Directors identified the F Street Station location as preferable to the Truxtun Avenue Station location for the following reasons:

- The F-B LGA, when compared to the May 2014 Project, would reduce the number of residential displacements.
- The efficiency gained from the F-B LGA results in fewer direct permanent impacts on waters and wildlife resources.
- The F-B LGA, when compared to the May 2014 Project, would result in fewer permanent impacts to Important Farmlands.
- The F-B LGA affords an opportunity to directly connect with the pedestrian and bicycle uses associated with the Kern River Parkway.
- The May 2014 Project was met with significant local opposition from the City of Bakersfield, Kern County, local school districts, a hospital and various community groups, resulting in lawsuits. Conversely, the F-B LGA was met with decidedly less opposition and resolving two lawsuits in the process.
- The F-B LGA would be approximately one mile shorter than the May 2014 Project and would be able to maintain a speed of 220 miles per hour, whereas the May 2014 Project, based on track configuration, would be required to slow to 125 mph for a segment of the alignment.
- The F-B LGA would be less expensive to construct.

When approving the project, the Authority's Board and the FRA will consider a range of factors including legal, planning, environmental, cost, constructability, operations, and maintenance. The environmental factors distinguishing the F-B LGA as the preferred alternative are summarized in Chapter 8 of the Draft Supplemental EIR/EIS. Section 8.5 explains why the F-B LGA is the Environmentally Superior Alternative; Section 8.6 explains why it is also the Environmentally Preferable Alternative; and Section 8.7

I006-4

explains why it is the Least Environmentally Damaging Practicable Alternative.

I006-5

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station.

The commenter refers to the 2003 Terminal Impact Analysis Study and summarizes some findings from that study about station locations. The 2003 report prepared for KernCOG analyzed three station locations for the high-speed rail in Bakersfield: an Airport Station located near Meadows Field Airport, a "Golden State Station" located along Golden State Avenue (the F Street Station), and a Truxtun Avenue Station. The report concluded that, while impacts of the F Street Station and the Truxtun Avenue Station are largely comparable (see Table 6-1 of the document), the Truxtun Avenue Station was "the most attractive site for the Bakersfield Region" at that time. The report also provided a list of unknowns, including UPRR and BNSF cooperation and the difficulties of displacements and acquisitions for each station location.

The findings of this report were, at the time of the circulation of the Draft Supplemental EIR/EIS toward which the commenter's request is directed, 15 years old, and these findings are no longer endorsed by all participants of the regional steering committee that participated in the study. Refer to Section 2.3.2.3 of the Fresno to Bakersfield Section Final EIR/EIS, which states:

The City of Bakersfield and Kern Council of Governments reviewed issues concerning the siting of the Metropolitan Bakersfield High-Speed Rail Terminal for over 6 years, participated in a regional steering committee created by the Kern Council of Governments, and retained a consultant team to analyze three potential sites in the Bakersfield metropolitan area. After careful consideration, the Council of the City of Bakersfield issued Resolution No. 118-03 on July 9, 2003, endorsing the downtown Truxtun Avenue site for the High-Speed Rail Terminal. The City of Bakersfield has since reversed its position, and issued Resolution No. 119-11 on December 14, 2011, opposing the High-Speed Rail Project.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-5

On December 13, 2017, the City of Bakersfield adopted Resolution No. 162-17 in support of the Locally Generated Alternative and the F Street Station.

All three stations identified in the KernCOG report were analyzed in the Statewide Final EIR/EIS (2005). Though the Statewide EIR/EIS does not cite the KernCOG report, it came to similar conclusions, as it identified the Truxtun Avenue station location as the preferred Bakersfield station, adding that, at the time (2005), the City of Bakersfield, Kern County, Kern County COG, and the Kern County Transportation Foundation preferred this station option for HSR service in Kern County. This preferred station location was then carried forward in the Fresno to Bakersfield Section EIR/EIS (2014).

By June 2014, the City of Bakersfield no longer preferred the Truxtun Avenue station location. At that time, the City filed a lawsuit challenging the certified Fresno to Bakersfield Section EIR/EIS pursuant to CEQA. The Authority and the City of Bakersfield announced in December 2014 that they had settled the lawsuit and agreed to identify an initial conceptual alignment through the City of Bakersfield with a station located at the intersection of F Street and Golden State Avenue (SR 204) that would address the City's concerns and meet the Authority's design requirements, for the Authority to study in subsequent environmental review. The "locally generated alternative" (LGA) described and analyzed in the Draft Supplemental EIR/EIS evolved from this mutual cooperation and subsequent public input.

In the Draft Supplemental EIR/EIS, the Authority and FRA described the environmental setting of the LGA, evaluated the potential significance of environmental impacts and compared the LGA (referenced as the "F-B LGA" in the Draft Supplemental EIR/EIS), including station location and alignment, with the geographically comparable segment of the alignment and station location identified in the Fresno to Bakersfield Section Final EIR/EIS (referenced as the "May 2014 Project" in the Draft Supplemental EIR/EIS) and approved by the FRA in 2014. Impacts of both Truxtun Avenue and F Street stations and their respective rail alignments are thus comparatively analyzed and taken into account within the larger impact analysis of the Draft Supplemental EIR/EIS.

I006-6

As discussed in Section 3.13 Station Planning, Land Use, and Development of the Draft Supplemental EIR/EIS, the land within the F Street Station site study area is currently developed with a mix of low-density commercial, residential, and industrial uses and vacant parcels. The Truxtun Avenue station location, conversely, is centrally located near the Rabobank Arena, Theater, and Convention Center, Marriott Hotel, and Amtrak station.

While the Truxtun Avenue station location would provide an immediate direct connection to the Amtrak Station and existing downtown amenities, public benefits derived from future transit oriented development would be concentrated in a relatively small geographic area that is already developed, with little benefit to the rest of the city. The F Street Station site, however, offers opportunities for a comprehensive planning effort to revitalize the greater downtown area through the conversion of auto-oriented corridors to complete streets that prioritize the pedestrian, greater transit and multi-modal connectivity throughout downtown, and the revitalization of underutilized land.

The City of Bakersfield *Making Downtown Bakersfield Vision Plan* (May 2018; Vision Plan) describes a phased effort to link the F Street Station and the Amtrak Station through the development of transit, bicycle, and pedestrian improvements to enable passengers to transfer from the HSR train to local commuter transit. These improvements include bus rapid transit (BRT) on Chester and California avenues, a downtown shuttle, and mobility hubs at the Amtrak Station, HSR station, and the Golden Empire Transit Center. While these services are central to connecting the HSR station and downtown, they provide the added benefit of offering a new alternative form of transportation for non-HSR riders throughout downtown. The Vision Plan also proposes public realm improvements along three corridors to form a pedestrian friendly loop around the downtown area, connecting residential, commercial, and parks, and open space areas and activating the F Street station area.

I006-7

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station.

The HSR is a mode of transportation, not an attraction. The attractions mentioned by the

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-7

commenter have their purpose that bring patrons (e.g., arena events, etc.). The HSR is simply the mode (like passenger car, bus, bike or walk) to convey people to the destination. Trips to and from the referenced existing facilities already exist. Currently, some of these trips may be long-distance trips where people are traveling to these destinations from far away cities. The HSR is a regional facility similar to airports and is not intended for local travel. As such, the passengers using HSR will be replacing inter-city long distance vehicle trips that would have otherwise have occurred without the project.

I006-8

The F-B LGA would not introduce a new division through any communities along Sumner Street for three reasons. First, the alignment does not cross through any residential communities in this area because the affected properties along Sumner Street generally support industrial uses as opposed to residential or other neighborhood-serving uses. Second, the alignment traverses along the railroad tracks on the eastern edge of this predominantly industrial area, and does not cross through the neighborhood. Third, the railroad tracks already divide the industrial areas that are located on either side of the tracks.

The F-B LGA project technical studies identified five historic properties that meet National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) eligibility criteria within the project Area of Potential Effect (APE) in the area of East Bakersfield also known as Sumner, Kern City, or Old Town Kern (refer to FB LGA HASR). The F-B LGA project would not remove any NRHP/CRHR-eligible property in Old Town Kern and none of these historic properties would experience physical impacts, or direct adverse effects, under the F-B LGA project. The F-B LGA project would pose an indirect adverse visual effect to the historic property known as the Kern County Land Company Warehouse (MR#075, APN 014-350-09). Refer to Section 3.17.6.2 of the Draft Supplemental EIR/EIS for mitigation measures that address this indirect effect. Although the F-B LGA elevated structure would also be visible, or partly visible, from the other four historic properties identified in the APE in the Old Town Kern area, this visual change would not diminish the historically significant aspects or features of these properties. The analysis of effects for all historic properties is presented in the F-B LGA Supplemental Finding of Effects. Also refer to Section 3.12 of the Draft

I006-8

Supplemental EIR/EIS for Socioeconomics and Communities impacts analysis, and Section 3.16 for Aesthetics and Visual impacts analysis for information regarding other analysis of the elevated structure.

I006-9

In the text of the comment the commenter suggests a station in Old Town Kern "between Baker and Beale streets" rather than F Street.

In response to this request, a feasibility study (Authority 2018) was conducted to determine whether a station between Baker and Beale streets in Old Town Kern would be practicable.

The following is a list of CHSR Technical Memorandum (TM) used to evaluate station sites.

- TM 2.1.3 Turnouts and Station Tracks
- TM 2.2.4 Station Platform Geometric Design

As defined in the TMs, the length of the station platform is 1,400 feet long and a minimum of 117 feet wide. The station tracks that service the platforms connect to the mainline tracks at a minimum of 2,450 feet from the center of the platform. In addition, there are high-speed crossovers each side of the station track turnouts. These turnouts and crossovers must be located on tangent (straight) track, and cannot be within 1,300 feet of a horizontal curve.

Engineering

The Old Town Kern station as described by the commenter would be infeasible in terms of engineering for the following reasons:

- Mainline alignments would need to be moved south to allow edge of the HSR platform to be 15 feet from UPRR right-of-way line. A distance of 15 feet is required as maintenance easement along aerial structures. Additionally, moving the alignment

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-9

would impact all properties south of Sumner Street, as well as all properties south of the F-B LGA alignment between Chester Avenue and Miller Street.

- Further, the distance along the alignment between Baker Street and Beale Avenue is only 975 feet, which is 425 fewer feet than required by the CHSR TM as noted above. There is a horizontal spiral between Baker Street and Beale Avenue, which means that the station track turnouts would need to be placed north around the curve. This would add approximately 8,350 feet of additional viaduct. Station tracks to the east would begin approximately at Miller Street.
- Finally, the area between Baker Street and Beale Avenue and 19th Street and Kentucky Street minus the Union Pacific Railroad property is approximately 24 acres. The F Street Station site is 44 acres. Vehicular access to the site would be difficult and would require significant modification to City of Bakersfield arterial and collector roadways.

Environmental

The Old Town Kern station as described by the commenter would be infeasible in terms of environmental resources for the following reasons:

- The proposed station location along Sumner Street between Baker Street and Beale Avenue would displace several commercial businesses, including Pyrenees French Bakery, Luigi's, and Arizona Café. This site would also displace The Mission at Kern County (homeless shelter), Bakersfield Fire Station No. 2, and the U.S. Post Office building at 727 Kentucky Street.
- The Baker-Beale site as proposed has a high sensitivity for historical archaeological deposits, and contains two known historic properties (former SPRR, now UPRR, Rail Depot and the Fire Station). Placement of a station footprint here would cause a direct

I006-9

adverse effect to both properties.

- Further, a station located at the Baker-Beale site would likely have a much longer footprint extending in both directions along the centerline. Therefore, it is very likely that other known historic properties would be adversely affected (specifically, Noriega's Traditional Cultural Property [TCP] and the Amestoy Hotel, and possibly the Kern Land Co Warehouse). The F-B LGA project made a considerable effort to avoid, minimize, and mitigate potential adverse effects of the HSR viaduct to the Noriega's TCP – an HSR station at this location would likely have more extensive adverse effects on this property and others in the area.
- Finally, a station at this location would require additional inventory and evaluation of built environment resources to the north and south, and possibly to the east and west as well, in areas that are outside the current APE. These areas are likely to reveal additional historic properties based on the age of this neighborhood and the presence of known historic properties.

The commenter argues that this would mitigate the adverse impacts of an elevated viaduct bisecting the Old Town Kern neighborhood.

If a station were placed in Old Town Kern, not only would a viaduct be placed along the current alignment, but the station itself would then bisect if not completely displace the whole area proposed for consideration. Impacts would not be mitigated and would in fact be escalated.

The commenter also states that this station would allow for an intermodal rail connection where the BNSF tracks “converge” with the LGA alignment, allowing for a second Amtrak station at Old Town Kern. The commenter suggests that this second Amtrak Station in Old Town Kern would be similar to the two Amtrak stations in Oakland at Jack London Square and the Oakland Coliseum.

It is highly unlikely that a second Amtrak station would be placed at the proposed Old

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-9

Town Kern location, particularly as this is less than a mile from the current Bakersfield Amtrak Station, and a new Amtrak Station would cause further displacements and adverse impacts similar to those outlined above. It would be more likely (and cost effective) for a bus connector to be developed, similar to the City of Bakersfield's proposition for connecting the F Street Station and Amtrak, as described in the Making Downtown Bakersfield Station Area Vision Plan (2018). The two stations in Oakland mentioned by the commenter are approximately five miles apart, similar to other distances between Amtrak Stations in the densely populated Bay Area. The closest stations there are the Berkeley and Emeryville Stations, which are approximately two miles apart.

In the exhibit included as part of this comment, the commenter suggests a station along Sumner Street between Beale Avenue and Miller Street.

In response to this request, a feasibility study (Authority 2018) was conducted to determine whether a station near Beale Avenue and Miller Street in Old Town Kern would be practicable.

Engineering

The Sumner-Beale-Miller station as described by the commenter would be infeasible in terms of engineering for the following reasons:

- Mainline alignments must move south to allow edge of platform to be 15 feet from UPRR Right-of-way line. 15-foot distance is required as maintenance easement along aerial structures.
- Moving the alignment would impact all properties south of Sumner Street and south of the F-B LGA alignment between Chester Avenue and SJVR wye tracks.
- Distance along the alignment between Beale Avenue and Miller Street is 1,900 feet, which would support the platform length, but the horizontal spiral between Baker Street and Beale Avenue; would force the station track turnouts to the north around the curve. This would add approximately 9,350 feet of additional viaduct. Station tracks to the east would begin approximately at the SJVR wye tracks.

I006-9

- Area between Beale Avenue and Miller Street and Sumner Street and Truxtun Avenue is approximately 34 acres, but contains the BNSF mainline tracks. The BNSF tracks connect to the UPRR rail yard, and must be relocated out of the station area.
- Relocating BNSF south into the Truxtun Avenue right-of-way would cause numerous impacts to local roads as well remove the SJVR connection to the yard.
- Vehicular access to the site would be difficult and would require significant modification to City of Bakersfield arterial and collector roadways.

Environmental

The Sumner-Beale-Miller station as described by the commenter would be infeasible in terms of environmental resources for the following reasons:

- The BNSF relocation referenced in the fourth bullet under "Engineering" would move the freight rail line closer to residences south of Truxtun Avenue, likely exposing several sensitive receptors to increased noise levels.
- The Sumner-Beale-Miller site has a high sensitivity for historical archaeological deposits.
- Although the Sumner-Beale-Miller site as proposed does not contain known historic properties, there are two historic properties located in close proximity to the south that would likely be adversely affected (Salon Juarez Traditional Cultural Property and the residence at 1031 E 18th Street). These two properties were identified in the main FB HASR and APE. Placement of a station footprint here would likely cause a direct adverse effect to both properties.
- The Fresno to Bakersfield project made a considerable effort to negotiate with the Salon Juarez TCP owners to avoid, minimize, and mitigate potential effects of a HSR viaduct – a HSR station at this location would likely have more extensive adverse effects on this property and others.
- More inventory and evaluation of built environment resources would be required to the west, which includes areas outside both the F-B LGA and the FB APEs. Survey of this area is likely to reveal additional historic properties based on the age of this

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-9

neighborhood and the presence of known historic properties.

I006-10

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

Refer to Section 3.1.3.3 of the Draft Supplemental EIR/EIS for a discussion of the methodology implemented during the preparation of this document.

The Fresno to Bakersfield Section Final EIR/EIS (Chapter 3.11 Safety and Security, Impact S&S #1, page 3.11-26) discloses that the BNSF Alternative and Bakersfield Hybrid alignments (the May 2014 Project identified in the Draft Supplemental EIR/EIS is composed of portions of these two alignments) traverse Fruitvale Oil Field, Rosedale Oil Field, Seventh Standard Oil Field and Rose Oil Field; as such, including these oil fields in the May 2014 Project footprint is correct.

The commenter indicates that the Draft Supplemental EIR/EIS states that the F-B LGA follows existing transportation corridors whereas the Hybrid does not. The Draft Supplemental EIR/EIS does not state that the May 2014 Project does not follow existing transportation corridors; refer to Section 2.3 of the Draft Supplemental EIR/EIS for a description of the May 2014 Project that highlights the extent that the alignment parallels BNSF and UPRR corridors. Refer to Section 2.4.2 of the Draft Supplemental EIR/EIS for a description of the F-B LGA that highlights the extent that the alignment parallels BNSF and UPRR corridors. The F-B LGA crosses over agricultural land between its parallel alignments along the BNSF and UPRR corridors. The siting of the F-B LGA in this area considered the future Northern Beltway Project (refer to Technical Appendix 3.19-B of the Draft Supplemental EIR/EIS) (Authority 2017). Section 1.2.2 of the Draft Supplemental EIR/EIS provides the objectives of the HSR System, Fresno to Bakersfield Section, and F-B LGA. One of these objectives states that the HSR shall “maximize the use of existing transportation corridors and right-of-way to the extent feasible.” In compliance with these objectives, the May 2014 Project as well as the F-B LGA follow existing transportation corridors and rights-of-way to the extent feasible and only deviate short distances from existing transportation corridors due to design restrictions.

I006-10

Due to the high speed of the HSR, the design requires long sweeping turns instead of sharper/shorter turns that are used for freight/passenger rails, and in some areas both the May 2014 Project and F-B LGA require deviation from transportation corridors. The May 2014 Project follows the BNSF corridor and deviates from this corridor in Bakersfield for approximately 3.95 miles, until it turns and parallels the BNSF corridor in the vicinity of Commerce Drive in Bakersfield leading to the Truxtun Avenue Station. The F-B LGA follows the BNSF corridor and deviates in the vicinity of Cherry Avenue, just southeast of Shafter, for 7.29 miles until it reaches Verdugo Lane where it turns again and parallels the UPRR corridor through the F Street Station to the terminus of the F-B LGA alignment in East Bakersfield. The F-B LGA deviates from existing transportation corridors for a longer stretch, through rural, mostly agricultural land, while the May 2014 Project deviates from existing transportation corridors through the urban areas of Bakersfield.

I006-11

The commenter indicates there are “astonishing errors made by the document preparers associated with the project footprint....”; however, the commenter does not provide specific examples of such errors. The analysis presented in the Draft Supplemental EIR/EIS was based on an apples-to-apples comparison between the F-B LGA and May 2014 Project using a similar analytical methodology to that was used in the Fresno to Bakersfield Section Final EIR/EIS. Since the commenter does not provide examples of such errors, revisions to the document have not been made. Refer to Response to Comment I006-10 in Chapter 25 of this Final Supplemental EIR. The Authority has taken this comment into consideration.

I006-12

A number of technical appendices included as part of the Fresno to Bakersfield Section Final EIR/EIS were not updated for the Draft Supplemental EIR/EIS because the information contained within the technical appendix remains applicable to the F-B LGA and revisions were determined to be unnecessary. The analysis specific to the F-B LGA is presented throughout the Draft Supplemental EIR/EIS. Where applicable, the response to comment references the reader to the appropriate location within the Draft

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-12

Supplemental EIR/EIS where the requested information can be reviewed.

I006-13

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Refer to Response to Comment I006-9 in Chapter 25 of this Final Supplemental EIR for discussion regarding alternate station locations.

I006-14

The commenter provides a list of signatures of support, a signature list for "Save Westchester and Old Town from the Adverse Impacts of High Speed Rail," and a list of names and comments from a blog generally citing preference or opposition to components of the Fresno to Bakersfield Section of the HSR and/or the F-B LGA. Each of the signatories included in this comment letter have been included in the table of contents for the response to comments of the Final Supplemental EIR, and responses have been provided to each individual. The Authority will take this list of signatures and the opinions expressed into consideration during the preparation and approval of the Final Supplemental EIR.

The following names and individual comments were provided as an attachment for Comment I006-14 and are provided in a Table of Contents (TOC) as shown below. This TOC provides the last name and first name of individuals, their comments (if they had any), a response to their comments (sometimes identifying General Response that is applicable), and the page number of the attached .pdf of Comment I006-14 where the individual's name can be found.

Residents

Last Name	First Name	Comment	Response	Page #
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I006-14

Acebedo	Raquel			25-100
Ackerly	Sabrina			25-99
Akdbbs	Sggs			25-94
Albitre	Vicki			25-98
Aleman	Jennifer Jones			25-89
Aleman	Jennifer	I am a home owner in Westchester Riviera.	FB-LGA-Response-General-04	25-103
Algra	Ashlyn			25-92
Allen	Jaclyn	I'm signing this because adding the station in this neighborhood will be detrimental to its well being.	FB-LGA-Response-General-10	25-91, 25-104, 25-110
Allen	Luann	For the sake of home value, preservation of Kern history, noise, traffic,	FB-LGA-Response-General-10	25-89, 25-103, 25-109

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-14

		crime & safety.		
Allendorf	Vittoria			25-90
Alvarenga	Kathleen			25-94
Anderson	Rita			25-97
Andre	Paul			25-86
Ansolabehere	Anthony	The city proposed alignment has turned out to be far more disruptive.	FB-LGA-Response-General-10	25-88, 25-103, 25-108
Antongiovanni	Barbara			25-85
Arambula	Kevin			25-85
Arambula	Stacy			25-85
Archuleta	Kathy			25-94
Armstrong	Carolyn Cisneros			25-84
Armstrong	Carol			25-91

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Ashby	Summer			25-91
Ashley	Nick			25-98
Backer	Jeriaj			25-90
Bagnas	Agustin	We are losing pieces of our city's history in exchange for growth. Which isnt worth it.	FB-LGA-Response-General-10	25-95, 25-105
Bailey	Florence			25-98
Baker	Ron			25-96
Banales	Melissa Guerra			25-91
Barajas	Melissa			25-91
Barnden	Marsha	I DO NOT WANT HIGH SPEED RAIL. Period!	FB-LGA-Response-General-09	25-86, 25-101
Barron	Brooke			25-86, 25-107
Bartell	Kevin			25-89

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-14

Barton	Lilly			25-94
Barton	Victoria	I live in Bakersfield and love the city the way it is I know we have to grow and change but not in this way	FB-LGA-Response-General-10	25-95, 25-105, 25-110
Bates	Medina	my home town.		25-102, 25-107
Bautista	Ulises	I live in westchester and it would be nice to have the station in truxtun Ave since it's already in place	FB-LGA-Response-General-10	25-96, 25-105
Bay	Robyn			25-94
Behm	Amber			25-91
Bellue	Kristen			25-91
Bellue	Lisa	I live in Westchester and do not want to see my neighborhood or	FB-LGA-Response-General-04	25-86, 25-102, 25-107

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		surrounding business suffer from the high speed rail. I am in favor of the high-speed rail but it needs to be put in the area that does not uproot family living or local restaurant/mark eting.		
Belter	Bettina	To protect the integrity of our Westchester Neighborhood. The High Speed Rail Statuon should be built out way West of town. It's where the majority of the growth & population in Bakersfield dwells. Go WEST young man GO WEST.	FB-LGA-Response-General-04	25-86, 25-102, 25-107
Bennett	Lynn	Opposed to high	F-B LGA-	25-84, 25-101,

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-14

		speed rail....period!	Response-General 09	25-106
Bettley	Malcolm			25-92
Bevacqua	Diane	I oppose the adverse effects of high speed rail through our city.	FB-LGA-Response-General-10	25-88, 25-103, 25-108
Billings	Eva			25-90
Binns	Pamela			25-93
Bird	Rickey			25-95
Birrueta	Jessica			25-91
Black	Bret	I don't want to ruin this historic and rich neighborhood.	FB-LGA-Response-GENERAL-04	25-85, 25-101, 25-106
Black	Dennis			25-85, 25-88
Black	Kristina	That is my neighborhood. It's a nice neighborhood	FB-LGA-Response-GENERAL-04	25-86, 25-102, 25-107

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		and I believe moving all those stations there will ruin it.		
Bonas	Susan	Susan Bonas	FB-LGA-Response-General-10	25-90, 25-104, 25-109
Borno	Laritsa			25-95
Boswell	Beatrice			25-97
Bottoms	Clint	I am opposed to the high speed rail through Westchester.	FB-LGA-Response-GENERAL-04	25-89, 25-101, 25-106
Bowman	Samantha			25-97
Boyd	Ginger			25-91
Bradley	Reese			25-94
Bradley	Ric			25-97
Bralley	Lucia			25-95
Brandon	Roseanne			25-90

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Braun	Michael			25-96
Bright	Tracy			25-92
Brown	Shelley			25-93
Bryan	Sue	Westchester is one of the more beautiful older neighborhoods in Bakersfield.	FB-LGA-Response-GENERAL-04	25-84, 25-101, 25-106
Buchanan	Debbie	The high speed rail will not benefit anyone except the unions. Tearing up Bakersfield for this is beyond stupid.	FB-LGA-Response-GENERAL-10	25-87, 25-91, 25-102, 25-108
Bullion	Timmy			25-98
Burke	Tina			25-97
Busch	Garrett			25-95
Bush	Cynthia	Nothing positive with this it would bring more destruction and	FB-LGA-Response-GENERAL-10	25-84, 25-101, 25-106

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		would lower the value of all residential property North and South of the 24th street mess.		
Bush	Kevin			25-84
Butler	Annemarie			25-98
Calderon Ramirez	Kimberly			25-95
Camp	Mac			25-92
Campos	Macel			25-91
Carlson	Margaret			25-99
Carlson	Nils			25-100
Carney	Dana			25-95
Carrillo	Alyssa			25-93
Cartwright	Andrea			25-91
Casado	Margie			25-96

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Castaneda	Robert			25-93
Castle	Phillip			25-97
Castle	Sarah			25-91
Cavanagh	Yvonne			25-89
Cervantes	Shawn	Having a Veterans clinic is much more important!	FB-LGA-Response-General-10	25-94, 25-105, 25-110
Chaidez	Tara	Keep it in the downtown area!	FB-LGA-Response-General-10	25-88, 25-103
Chapman	Wesleigh			25-89, 25-108
Charfauros	Sarah			25-98
Chavez	Renee			25-92
Choat	Alice			25-99
Choat	Elizabeth			25-99
Chrisman	Jeff			25-95

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Christina	Emma			25-94
Cisneros	Heather			25-98
Clark	Austin			25-94
Clark	Ben			25-97
Clausen	Caroline			25-90
Clayton	Kimberly			25-93
Clerico	Courtney	I am a lifelong resident of Westchester and will be devastated if the high speed rail station is placed in my beloved neighborhood. This is NOT okay when there is so many other options!	FB-LGA-Response-General-10	25-87, 25-102, 25-107
Clerou	Claire			25-98
Cobb	Joyce			25-100

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Cohen	Adam			25-85
Cohen	Josh			25-86
Cohen	Rebecca			25-84
Coleman	Nancy			25-85
Collins	Sean	My business is in this area.	FB-LGA-Response-General-10	25-87, 25-103, 25-108
Colocado	Jesse			25-88
Colon	Ron			25-86
Connor	Emily			25-94
Cooni	Bob			25-99
Cooper	William			25-97
Coppola	Jennifer			25-89
Cowley	Teresa			25-89
Coyle	Jaquelyn			25-86

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Crafton	Jennifer			25-92
Crane	Audrey			25-95
Crimmins	Sandi			25-97
Cruz	Daniel			25-89
Cueldner	Christi			25-100
Cunningham	Regina			25-87
Curless	Caryl	Gleaners are such a vital part of caring for the disadvantaged in Bakersfield. Making them move would be such a hardship for the organization. Please don't do one more thing to cause veterans turmoil or change. Please honor them by not destroying their building.	Refer to Impact SO#7 and SO-MM#4	25-90, 25-104, 25-109

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Curtis	Dinah			25-92
Darby	Brittany			25-94
DaTerra	Shae			25-95
Davidson	William			25-84
Davis	Madisen			25-95
Davis	Ronna			25-87
de Jesus	Nicholas			25-94
De Los Santos	Jane			25-89
Deats	Lynn			25-93
Degiuli	Ronald			25-93
DeLuna	Marie Claire			25-97
Denis	Margaret			25-93
Dethlefson	Carolyn			25-92
Diaz	Angelica			25-89
Diaz	Patricia			25-98

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Dickson	Chuck	Water is much more important to the California citizen!	FB-LGA-Response-General-10	25-84, 25-101, 25-106
Djodjor	Sianipar			25-97
Dobrzanski	Robert	Water should be the pressing issue in the state not a fantasy train that will be over budget and financially unsound from day 1.	FB-LGA-Response-General-10	25-86, 25-102, 25-107
Doty	Shannon			25-92
Dougherty	Pamela			25-98
Duff	Déja			25-98
Dumler	Gloria Dianne			25-87
Eby	Kimberly			25-93
Edelblute	Maggie			25-95

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Ederer	Tiffany	This is my home town!	F-B LGA-Response-General-10	25-95, 25-105, 25-110
Edgar	Charles			25-91
Ehret	Janie			25-91
Elrich	Shannon			25-89
Elder	Ted	The station must be placed where people can use it not on the outskirts.	F-B LGA-Response-General-10	25-96, 25-105
Elfstrom	Lana	Downtown just makes sense.	F-B LGA-Response-General-10	25-96, 25-105
Elliott	Lisa			25-86
Ellmers	Jeidan			25-97
Elmatbagi	Khalid			25-97
Emmel	Brenden			25-95
Epps	Laura			25-84

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Epps	Steve			25-84
Erassarret	Jean			25-95
Escalante	Julie			25-93
Evans	Mike			25-99
Everidge	Laurie	Tearing up the Westchester neighborhood has to stop. From what I have read people who should be looking out for their constituents are willing to throw this neighborhood under the rails to line their pockets. We have houses destroyed on 24th Street demolished to widen it at that end of the	FB-LGA-Response-GENERAL-04	25-90, 25-104, 25-109

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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		neighborhood and then they want to destroy the Northside of our neighborhood for their greed?!		
Fanucchi	Carrie			25-94
Farb	Eric	We need a sustainable water system before an unnecessary rail system.	F-B LGA-Response-General-10	25-84, 25-101, 25-105
Farber	Virginia			25-96
Farrow	Jennifer			25-89, 25-109
Farrow	Joshua	I live in one of the Westchester homes that is nearest the proposed location for the new bullet train station. I may lose my home and at the very least would be	FB-LGA-Response-GENERAL-04	25-90, 25-104

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		severely impacted by the traffic, noise and increased crime. I am a family of six that chose Westchester as a place to raise a family because of how peaceful it is. It is a beautiful neighborhood and we are really hoping to continue raising our family here.		
Felix	Eva	There is NO room, need or funds for high speed rail in Kern county.	FB-LGA-Response-GENERAL-09	25-88, 25-103, 25-108
Fleenor	Tyler			25-96
Flores	Shawn	No train	FB-LGA-Response-GENERAL-09	25-91
Fogarty	Patrick			25-89

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Foley	Therese			25-84
Fonseca	Brandy			25-86
Forrest	Jewell			25-86
Fortune	Amanda			25-86
Fowler	Elliott			25-88
Fowler	Martha			25-97
Frank	Randy			25-88
Franks	Melissa			25-95
Franks	Michael			25-95
Freddi	Michael			25-90
Fredeen	Larry	Truxtun makes the most sense for the station.	F-B LGA-Response-General-10	25-98, 25-105
Freeborn	Mona			25-87
Freeman	Candace			25-93
Freeman	Carrie			25-98

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Freeman	Linda			25-93
Gabel	James			25-98
Gabin	Susan	This will decrease our home value and bring MORE traffic in our quiet neighborhood.	FB-LGA-Response-GENERAL-10	25-101, 25-106
Galindo	Gordon			25-99
Galindo	Suzanne	I'd like to keep my neighborhood free from the elements that might be attracted to the proposed station location. I believe the rail is a viable, worthy idea. But the location is not in the best interest of Westchester or Bakersfield. A more industrial	FB-LGA-Response-GENERAL-04	25-85, 25-99, 25-101, 25-106

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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		area should be reviewed for the proposed location.		
Garcia	Manuel			25-92
Gardner	Brad			25-85
Garvin Jr.	Harry			25-98
Garza	Alicia			25-86
Gentry	Jodi			25-93
Geronimo	Carisse			25-98
Gertz	Martha			25-97
Giese	Medina Kay			25-87
Gill	Shelley			25-92
Gipe	Paul			25-88
Glanert	Christopher			25-94
Glover	Angela			25-89

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Godwin	Patty	Prefer Downtown station near Amtrak, Rabobank Arena, hotels and courts. Reject the proposed park and ride plan station that connects to nowhere. Save Westchester residential neighborhood. Yes downtown!	FB-LGA-Response-GENERAL-04, FB-LGA-Response-GENERAL-10	25-92, 25-104, 25-110
Goins	Sandra	Westchester is already being destroyed by the widening of 24th Street(Hwy 178).	FB-LGA-Response-GENERAL-04	25-89, 25-103, 25-108
Goldup	Samantha			25-95
Gomez	Victor	This project is not for the downtown area.	FB-LGA-Response-GENERAL-10	25-85, 25-101, 25-106
Gonzales	Anna			25-89

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Gonzales	Victor			25-85
Gonzales	Yadira			25-86
Gouthier	Maegan			25-93
Grado	Gabriella			25-97
Gragg	Jennifer	My sister and her family live in Westchester.	F-B LGA-Response-General-10	25-87, 25-102, 25-107
Gretona	Ricci			25-92
Griess	Linda			25-96
Grimes	Ethel	Old Town Kern has enough problems!	F-B LGA-Response-General-10	25-87, 25-102, 25-108
Grimm	Chris	Placing the train near a residential neighborhood does not represent a well thought out plan for a billion dollar project.	FB-LGA-Response-GENERAL-04	25-85, 25-101, 25-106

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Grissett	Ken			25-87
Gueldner	Angela			25-100
Gueldner	Russell			25-100
Gultinan	Dolores	Although I know that through eminent domain I cannot do anything to save my house, I feel that I should at least be made whole. Where are my rights?	F-B LGA-Response-General-10	25-86, 25-102, 25-107
Gwyn	Chris			25-97
Haddad	Shawna	Shawna S Haddad	F-B LGA-Response-General-10	25-84, 25-102, 25-107
Hall	Alexandra			25-91
Halle	Dave			25-93
Hamilton	Joanne			25-92

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Hand	Debra			25-86
Haney	Blaine			25-95
Hart	Cydney			25-94
Hartley	Tana			25-89
Haulman	Floyd			25-93
Hawkesworth	Michael	It makes NO SENSE to put a station this far from the actual Downtown area. This looks like crony politics. And the more research I do the more I realize special interests are involved.	F-B LGA-Response-General-10	25-89, 25-103, 25-108
Hayes	Skyler			25-97
Heintz	Terry			25-96
Heim	Toni			25-88

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Heredia	David			25-99
Hernandez	Enrique			25-85
Hernandez	Martha			25-85
Hernandez	Monica			25-86
Herren	Caryn	I don't want the noise and increased transient problems.	F-B LGA-Response-General-10	25-87, 25-102, 25-107
Herrick	Mark	The city of Bakersfield has a history of poor transportation planning. This is just another example of it. (Not to mention the issues with Westside Highway, Centennial Corridor and the 24th Street redevelopment!) The city is trying to force the the High Speed Rail	F-B LGA-Response-General-10	25-90, 25-103, 25-109

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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		station to be located at F Street and Golden State Ave., while completely ignoring their previous approval of the recommended location on Truxtun Ave. near the current Amtrak station. The city says they want to "reinvigorate" downtown Bakersfield, but they are destroying the surrounding residential communities in the process.		
Hester	Matthew			25-95
Hil	Laura			25-93
Hilario	Anthony			25-96

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Hillis	Jennifer			25-100
Hoeke	Yvonne			25-90
Hoetker	Gary			25-92
Hoffman	Kelley			25-87
Holtz	Judith			25-100
Horta	Carmen			25-90
Houchin	Sheila	I live in Westchester and it will be detrimental to our neighborhood.	FB-LGA-Response-GENERAL-04	25-103, 25-109
Howard	Jennifer			25-95
Hudson	Katy			25-87
Hughes	Curran			25-95
Hwang	Jed			25-95
Irey	Alisa	I value the historical significance of	F-B LGA-Response-General-10	25-92, 25-105, 25-110

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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		the area which wld be affected.		
Irwin	Patricia	It is not because I don't want to see modernization or advancement rather I feel our BOS makes rash unthought decisions when there are better alternate choices but they don't choose to look at other options opting for true 'Bakersfield fashion' of looking st things with blinders on. I also feel they are not upholding the integrity of our historic neighborhood snd they don't really care because they	F-B LGA-Response-General-10	25-85, 25-101, 25-106

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		do not live here and don't value it as we who do.		
Jackson	Barbara			25-99
Jackson	Kent	This will ruin my lifetime neighborhood.	FB-LGA-Response-GENERAL-10	25-86, 25-102, 25-107
Jaggars	Gaylyn			25-88
Jamison	John	The F Street alignment makes no sense whatsoever.	F-B LGA-Response-General-10	25-89, 25-105, 25-110
Jarek	Katie			25-96
Jauch	Fred			25-92
Johnson	Denise	Against the railway, the biggest waste of money!!	FB-LGA-Response-General-09	25-93, 25-105, 25-110
Johnson	Julian			25-94
Johnson	Julie			25-88

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Johnson	Kathryn			25-97
Jokel	Brian			25-96
Jones	David	I agree with Caltrans' evaluation of HSR station for Bakersfield.	FB-LGA-Response-General-10	25-88, 25-103, 25-108
Jones	Deborah			25-88
Jones	Jeff			25-98
Jones	Mary	I oppose high-speed rail in Westchester Bakersfield.	FB-LGA-Response-General-09	25-87, 25-102, 25-107
Jones	Matt			25-98
Jones	Ronald			25-94
Jones	Valerie			25-98
Kabinoff	Rendy			25-96
Kahler	Adam			25-91
Karnes	Susan and John	We are signing	FB-LGA-	25-87, 25-103,

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		this petition to share our choice for the Bakersfield Station. We are in favor of the downtown station because of the opportunity to revitalize and benefit downtown by bringing travelers closer to existing hotels, restaurants, government and business agencies, as well as amenities and attractions. It is also the only route to interface with the HSR maintenance yard in Shafter. Finally it would have the least impact on increased traffic	Response-General-08	25-108
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Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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		within downtown neighborhoods.		
Keith	Barbara			25-99
Kelley	Alana			25-98
Kelley	Kevin			25-96
Keown	Angela			25-92
Keown	Russell			25-92
Kettler	Brenda			25-90
Killme	Susan			25-84
King	Marjorie			25-97
King	Tina			25-97
Kirschenmann	Brian			25-90
Klinck	Hoyt			25-100
Klinck	Mary			25-100
Knight	Sheila			25-94

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Kotowske	Helen			25-87
Krizo	Richard			25-96
Krontz	Logan			2-95
Ladd	J. Rochelle	The Truxtun location for the station is better in all respects. I live on 18th st. two blocks from the proposed truxtun route and I still believe it is better location than golden state and f street.	FB-LGA-Response-GENERAL-10	25-104, 25-109
Ladd	Mike			25-88
Le Baudour	Audrey			25-96
Le Baudour	Christopher			25-96
Leal	Suzi	No way is this wanted in my living area what a mess ill be	FB-LGA-Response-GENERAL-10	25-90, 25-104, 25-109

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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		forced to move if this happens. NO.		
Leary	Deborah			25-92
Lee	Casilda			25-91
Leech	Barb			25-99
Leech	Rebecca			25-99
Legg	Denise			25-87
Leinker	Daniel	HSR should be located in the downtown core.	FB-LGA-Response-GENERAL-10	25-87, 25-89, 25-102, 25-108
Leitch	Karen			25-90
Lemucchi	Jan	Help save Westchester and the Gleaners!	FB-LGA-Response-GENERAL-04	25-90, 25-104, 25-109
Leon	Maria			25-96
Leyva	Sally	Sally Leyva	F-B LGA-Response-General-10	25-85, 25-101, 25-106

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Liascos	Karen	This is a bad idea to begin with and now it is a bad idea that affects my home life due to the purposed location.	FB-LGA-Response-GENERAL-09	25-87, 25-102, 25-107
Lin	Lin			25-97
Lindsey	Monica			25-91
Lomas	Mark			25-93
Longanecker	Terry			25-86, 25-102, 25-107
Lopez	Darmarie			25-95
Lopez	Jacob			25-96
Lopez	Olivia	If the train derails, everything around it will be affected. It's dangerous!!	FB-LGA-Response-GENERAL-09	25-86, 25-102, 25-107

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Lovett	Jade			25-86
Lowe	Christopher			25-87
Lowe	Nancy			25-90
Lugones	Laisha			25-95
Luna	Andrea			25-92
Lupe	Mike			25-97
Magar	Karin	I live in the neighborhood	FB-LGA-Response-GENERAL-04	25-86, 25-102, 25-107
Magar	Richard	(A) This is the wrong location for this station. It has a negative impact on a desirable community. There are better alternatives available adjacent to existing rail facilities! (B) This is a terrible idea for the	(A) FB-LGA-Response-GENERAL-10 (B) FB-LGA-Response-GENERAL-10	25-89, 25-103, 25-105, 25-109, 25-110

I006-14

		Westchester community. It makes no sense at all. The Truxtun location is by far a superior option for this project.		
Magyar	Michele	Find another place in town where there are no 217 year old buildings. Old Town Kern is full of nice restaurants.	FB-LGA-Response-GENERAL-09	25-96
Mahan	Pat	Patricia Mahan	F-B LGA-Response-General-10	25-92, 25-105, 25-110
Malamma	Jon			25-90
Manohara	Stacey			25-91
Marasigan	Lutgarda			25-97
Marlow	John			25-89

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Marquez	Ever			25-88
Marquez	Mitchell			25-86
Marroquin	Debbie			25-93
Martin	Janeil			25-97
Martin	Jennifer			25-86
Martinez	Aniyah			25-96
Martinez	Eva			25-95
Martinez	Hugo			25-97
Mashburn	Susan			25-95
Massie	Jennifer			25-93
Matar	Samuel	CA already has an immense financial burden because of an irresponsible state administration! WE DO NOT NEED HIGH SPEED RAIL!!!	FB-LGA-Response-GENERAL-10	25-90, 25-104, 25-110

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Mattern	Jim	don't wan the high speed rail period!	FB-LGA-Response-GENERAL-09	25-87, 25-103, 25-108
Maxwell	Terry			25-92
Maxwell	Pauletta	I'm not at all in favor of the Bullet Train at Golden State and F Street. That intersection already has traffic issues. The City and State need to work more and listen to us the neighborhoods that will be affected by the noise, the horns blowing and whatever else comes it's way. This is not a practical route. Downtown on Truxton is already set up. The train is there along with	FB-LGA-Response-GENERAL-08	25-87, 25-102, 25-107

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-14

		a bus system to serve the people traveling. There are restaurants along with hotels in walking distance. There is nothing of interest near the other suggested location. I'm tired of our City Manager making decisions he wants to happen. He will talk and promise to get votes his way though our City Council. Unfortunately if the council would do their own research they wouldn't always vote what "Staff Recommends" and believe all the half truths he continues to use through his staff. This would not be a subject to		
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I006-14

		talk about today had we been correctly informed. I know this for a fact because my husband is a City Councilman that re		
Maynard	Norman			25-84
McArdle	Erin			25-96
McCain	James			25-88
McCormick	Terry			25-91
McCroskey	Alyssa			25-95
McGinnis	Cianne	I think downtown is a much better location. Amtrak is there, Greyhound is there, so why not all of the transportation locations near the same location?	FB-LGA-Response-GENERAL-10	25-98, 25-105

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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McLauchlin	Judy	Besides all aforementioned points, we, my husband and I, also think we will be able to hear train announcements day and night. My husband was an Amtrak engineer and knows first hand the noise pollution issues. Jerry Brown learned first hand about irritating train announcements when he was mayor of Oakland California and lived in Jack London Squate, near the Amtrak train station.	FB-LGA-Response-GENERAL-10	25-85, 25-101, 25-107
McNeely	Timothy			25-87
McNeil	Kathleen			25-84

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McNeil	Katie	I want help protect the historical neighborhood of Westchester in Bakersfield, CA	FB-LGA-Response-GENERAL-04	25-101, 25-106
Meeker	Anna			25-87
Meighan	Skyler	Our Veterans deserve a state of the art medical clinic, more often I'm forced to drive to LA for treatments that should be offered in Bakersfield.	F-B LGA-Response-General-10	25-87, 25-102, 25-108
Meitzenhemier	Akashia			25-97
Melton	Carrie			25-94
Melton	Stacey			25-98
Mendez	Jesse			25-85
Mendez	Lia			25-91

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Miller	Deborah			25-94
Miller	Garrett			25-99
Miranda	Manuel			25-86
Moffia	William			25-99
Molhook	Drew	I want westchester saved	FB-LGA-Response-GENERAL-04	25-90, 25-104, 25-110
Monet	Erika	Connecting Bakersfield to high speed ruins the neighborhoods and invited higher incidents of crime. Farms will be downsized for more housing to offset the increased population. Keep rural for food.	F-B LGA-Response-General-10	25-92, 25-105, 25-110
Montgomery	Stephen	HSR should be	FB-LGA-	25-90, 25-104,

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		located at the downtown Truxtun Ave. site, basic alignment along the BNSF with recent minor reroutes to address those few issues that would have degraded other occupancies, mainly Bakersfield High School and Mercy Hospital. Its proximity to other transportation options, shopping, lodging and dining it's a no brainer.	Response-GENERAL-10	25-109
Moore	Chere			25-94
Moore	Shelly	Sad...high speed rail is a waste of this States money	F-B LGA-Response-General-10	25-91, 25-104, 25-110

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Morales	Jatziry			25-94
Morano	Alex	As a new bakersfield resident I believe that our downtown would greatly benefit from having access to this station.	FB-LGA-Response-GENERAL-10	25-98, 25-105
Morgan	Leanne			25-94
Morris	Robert			25-97
Morse	Nika Sill			25-89
Morton	Diane	My family is from Bakersfield and still lives there. This will totally change the complexion of the neighborhood and is inexcusable to take precedence over veterans!	F-B LGA-Response-General-10	25-92, 25-105, 25-110

I006-14

Moses	Deborah	The plan that has already been approved is supported by existing infrastructure and would cause less upset to our historic community. The existing plan would also require fewer monetary respurces, leaving them available for other projects.	F-B LGA-Response-General-10	25-86, 25-88, 25-103, 25-108
Munoz	Lynne			25-85
Murphy	Terran			25-94
Murray	Terri	I want to preserve this neighborhood!	FB-LGA-Response-GENERAL-04	25-85, 25-101, 25-106
Nein	Brian			25-96
Neiss	Shawna			25-92

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Newman	Zack			25-91
Nicklaus	Steven			25-87
Nisbett	Jack	Multiple reasons	F-B LGA-Response-General-10	25-90, 25-103, 25-109
Nixon	Melissa	It makes much more sense to put the HSR Station at the Truxtun location.	FB-LGA-Response-GENERAL-10	25-89, 25-103, 25-109
Norria	Eddie			25-92
Norris	Mary Jo			25-89
Nunez	Joshua	High Speed Rail is a waste time, money and resources. And impact on our city is poor.	FB-LGA-Response-GENERAL-09	25-87, 25-103, 25-108
Oddo Anspach	Catherine			25-92
Odilova	Meribon			25-94
Ojeda	Marylou			25-84

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Olivas	Alexis			25-100
Onaindia	Kristie			25-96
Orr	Jody			25-98
Ortega	Jose	(A) I have no problem with the HSR. It is something that California has always needed. Don't let people tell us that this is a bad idea. (B) The HSR is way past due to California Transportation. I don't see any progress in the westchester area since Montgomery Wards left and the owners of the building have made no effort to bring something new to the area.	(A) FB-LGA-Response-General 07 (B) FB-LGA-Response-General 07	25-90, 25-104, 25-110

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Ortiz	Cynthia			25-100
Pease	Sky			25-94
Pedroza	Catherine			25-85
Pelfrey	Lawton			25-99
Penilla	Denice			25-93
Penilla Monreal	Virginia	I want "Westcherter save"	FB-LGA- Response- GENERAL-04	25-94, 25-103, 25-105, 25-110
Penner	Sandra			25-91
Perkins	Mathea			25-84
Perks	EV			25-88
Phares	Dana	I live in the neighborhood	F-B LGA- Response- General-10	25-89, 25-103, 25-109
Pierce	Hellen	I've lived here many years. I expect to die here. I do not want to see my	F-B LGA- Response- General-10	25-84, 25-101, 25-106

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		neighborhood die.		
Poe	Kennedy			25-91
Ponce	Belinda	I'm against the high speed train! Many people have to relocate for this stupid thing!	FB-LGA- Response- GENERAL-10	25-91, 25-104, 25-110
Porter	Lisa			25-91
Poston	Gordon			25-98
Pryor	John			25-92
Quintanilla	Cynthia			25-85
Quintanilla	Domingo			25-86
Quintanilla	Jesse			25-84
Quintanilla	Martha			25-85
Radney	Christina			25-98
Ragan	Sandy			25-97

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Ramirez	Christopher			25-89
Ramirez	Delilah			25-91
Rasmussen	Kimberly			25-89
Ray	Walter			25-96
Razor	Charlene			25-89
Rhodes	Jennifer			25-97
Rhoney	Isabella			25-94
Rice	Scott			25-94
Richardson	Gayle			25-85
Richmond	Dolores			25-99
Riegel	Julie			25-88
Rivera	Don			25-96
Roberts	Claudia	Is NOTHING sacred?!!!	F-B LGA-Response-General-10	25-91, 25-104, 25-110
Robesky	Allison			25-94

I006-14

Rodriguez	Ali	Don't want traffic on Elm to increase and noise in our neighbor to go up.	F-B LGA-Response-General-10	25-84, 25-101, 25-105
Rodriquez	Joe			25-88
Rodriquez	Karen			25-85, 25-99
Rogers	Bette			25-100
Romero	Jessica			25-86
Ronk	Nancy			25-97
Root	Bernadette			25-90
Rosado	Angel			25-94
Rossi	Janet	it seems it may create more traffic problems... And neighborhood problems... when there could be other	FB-LGA-Response-GENERAL-10	25-93, 25-105, 25-110

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-14

		routes that could possibly be better for the rail and for Bakersfield...		
Rowlee	Bethany	I see no logic in putting a station far away from all other transportation hubs. A location at Truxtun where access to the bus and train stations is mere steps away will serve a much better purpose than the other proposed option. A Truxtun station will provide much more efficiency and safety for travellers, and more economic prosperity for downtown.	FB-LGA-Response-GENERAL-5	25-90, 25-105
Rucker	Joanna	(A) Do not want all this garbage	(A) FB-LGA-Response-	25-84, 25-101, 25-105, 25-106,

I006-14

		in my back yard put some where there are not homes like by Rabobank. (B) I think this is dumb place to put the bullet train everything is downtown. This is so sad for the home owners.	GENERAL-10 (B) FB-LGA-Response-GENERAL-10	25-110
Ruiz	Jovanna			25-91
Ruiz	Larry			25-99
Rusch	Ruth			25-97
Ryan	Judith			25-89
Sacchini-Haskell	Liz			25-93
Saecker	Kristi			25-85
Said	Maryan			25-94
Sanchez	Jennifer			25-87

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Sanders	John			25-90
Sanders	John			25-90
Sandoval	Norbert			25-98
Sanghera	Melanie			25-93
Santana	Joseph			25-98
Santiago	Anna			25-90
Saucedo	Elizabeth			25-85
Sayer	Carol			25-92
Scarbrough	Teri			25-91
Scarborough	Nellie	The citizens do not want this here.	FB-LGA-Response-GENERAL-10	25-90, 25-104, 25-110
Scholl	Chris			25-97
Schorr	Linda	The station placement for the High Speed Rail as described in the letter is very	FB-LGA-Response-GENERAL-09	25-90, 25-104, 25-110

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		detrimental to Veterans' services, our downtown area, historical Old Town Kern, and long established Westchester neighborhood. Please open your meeting to residents who have constructive comments. This affects all of us!		
Schrepfer	Stephen			25-87
See	Debra			25-100
Seydel	Anne & Jerry	Opposed to the rail depot at F and Goldenstate Hwy.	FB-LGA-Response-GENERAL-08	25-84, 25-101, 25-106
Shackelford	Joshua			25-96
Shadle	Kristen			25-85
Shadle	Michael			25-86

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Shell	Harold			25-93
Shell	Mary			25-92
Shillig	Amy			25-88
Shuaib	Barry			25-96
Sierra	Ashley			25-89
Simmons	Francine			25-86
Simmons	Jaime			25-88
Simpson	Shelly			25-97
Smart	Sarah			25-93
Smith	Brianna			25-96
Smith	Cheryl			25-93
Smith	Jeff			25-84
Smith	Mary K			25-97
Snarr	Doug			25-94

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Snook	Richard			25-98
Snow	Crystal			25-95
Snyder	Patty			25-92
Solberg	Rebecca			25-88
Soliz	Armanso			25-94
Spofford	Brianna			25-86
Spruill	Krystal			25-92
Stafford	Sheree	Downtown traffic is already a nightmare!! And we must not destroy anymore of our historic properties!	FB-LGA-Response-GENERAL-09	25-88, 25-103, 25-108
Stansbury	Debra			25-91
Stewart	Joel	I feel a high speed bullet train to nowhere is a waste of taxpayers money. Money	FB-LGA-Response-GENERAL-09	25-88, 25-103, 25-108

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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		that would be better spent on infrastructure and reinforcing our dams.		
Stevens	John	I'm of the opinion that it would ruin our beautiful neighborhood.	FB-LGA-Response-GENERAL-10	25-89, 25-103, 25-108
Stewart	Tim			25-96
Stine	Dana			25-92
Stone	Lauren			25-89
Strauser	Phil			25-93
Studebaker	Amanda	The Truxtun location would be more central, in a better part of town, and make more sense for the growth of the city. An F Street location makes no sense.	FB-LGA-Response-GENERAL-10	25-98, 25-105

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Sullivan	Jenny			25-94
Sullivan	Timothy	Stop F street station. Save Westchester!	FB-LGA-Response-GENERAL-04	25-85, 25-101, 25-106
Sweaney	Allison			25-96
Swen	Ally			25-89
T	Halle			25-95
Taggart	David			25-90
Tarango	Anthony			25-99
Tatge	Stephanie			25-98
Tavorn	Wade			25-99
Teagarden	Susan			25-93
Tharp	Kayla			25-95
Thomas	Paul			25-100
Thomas	Lind			25-100

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-14

Thomas	Eve-lyne	(A) Elm St., north of 24th already has; to much traffic by passing 24th, they also speed on our street and run into our cars, and the train noises go on all night long as it is. We don't need more traffic or train noises, it will damage this beautiful neighborhood and bring the cost and value of our homes down. (B) Can we also get this petition signed by going door to door? I would be willing to! (C) We already made some of our neighbors aware of this, so besides the door to door approach, and	(A) FB-LGA-Response-GENERAL-09 (B) F-B LGA-Response-General-10 (C) F-B LGA-Response-General-10	25-84, 25-101, 25-102, 25-103, 25-106, 25-107, 25-108
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		signing a petition what else can we do to try to stop this?		
Thompson	Randal			25-92
Thompson	Rosalie			25-92
Tigner	Alex	I'm signing because this will make the neighborhood I work in and love even more unsafe.	F-B LGA-Response-General-10	25-89, 25-103, 25-108
Tigner	Mary	Please take care of our vets and build new clinic on Golden State. The businesses of Old Town Kern deserve better than this 70 ft monstrosity.	F-B LGA-Response-General-10	25-88, 25-103, 25-108
Tobias	Jeremy			25-100

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-14

Torigiani	Gene			25-89
Torres	Rita	I do not believe the impact to the downtown residents was taken into full consideration.	F-B LGA-Response-General-10	25-88, 25-103, 25-108
Tovar	Chris			25-99
Tovar	Diego			25-97
Trigueiro	Theresa			25-90
Unger	Lorraine			25-88
Valpredo	Gino			25-89
Vangel	Darlene	F St. location is in a Moronic idea physically and economically. Truxtun location makes much better sense.	FB-LGA-Response-GENERAL-10	25-98, 25-105
Vangel	Vanessa			25-99

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Vasquez	Jolynn	I'm saying this because I do not want anymore unnecessary traffic going through my community. Our pollution is already skyrocketing. An I could only imagine the crime it would bring.	F-B LGA-Response-General-10	25-86, 25-102, 25-107
Velasco	Monette	Going to Truxtun Station will revitalize downtown Bakersfield, which SORELY needs it. It will provide a better location for people who want to attend events. It will also be better for people who work there.	FB-LGA-Response-GENERAL-10	25-88, 25-103, 25-108
Velasco	Zoot	Truxton is the far better site!	FB-LGA-Response-	25-88, 25-103, 25-108

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-14

			GENERAL-10	
Villanueva	Wendee			25-87
Vought	Robert			25-97
Walbaum	Chase			25-93
Walbaum	Janet			25-92
Walters	Leslie			25-85
Watkins	Debra			25-89
Watson	Andrea			25-91
Watson	Carlene			25-86
Watson	Hailey			25-88
Watson	Kevin			25-91
Webby	Stella			25-96
Weddell	Whitney			25-87
Weisbruch	LeaAnn	I want my sister to keep her wonderful	F-B LGA-Response-General-10	25-87, 25-102, 25-107

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		neighborhood intact and quiet and peaceful!		
Weiting	Neil	Don't subject a well established neighborhood to the problems that come with bringing the station that close. Put it some where else.	FB-LGA-Response-GENERAL-04	25-86, 25-102, 25-107
Wennihan	Sharron			25-99
Wetterholm	Ashley			25-93
Wheat	Tracey			25-93
Wheeler	Sandie	Westchester neighborhood is a unique and older neighborhood in Bakersfield. The location of this rail station with put this neighborhood at further	FB-LGA-Response-GENERAL-04	25-85, 25-101, 25-106

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-14

		risk of vandalism, graffiti, loitering and homeless loitering. We in our neighborhood are seeing more and more of these problems and we are doing what we can to resolve and keep our neighborhood beautiful. There is no other in Bakersfield like Westchester. THERE ARE QUIT A FEW BETTER ALTERNATIVE S. PLEASE PLEASE CONSIDER OUR REQUEST.		
Whisler	David			25-96
Whitchard	Karynn			25-84

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Whitnack	Tami			25-94
Whitson	Judy			25-90
Wilcox	Kathy			25-92
Wilkerson	Cristina			25-98
Williams	Jacob	I live in Westchester and my street would be one of the main thoroughfares for traffic.	FB-LGA-Response-GENERAL-04	25-86
Williams	Jake			25-101, 25-107
Williams	Philip			25-88
Wilson	Brittnee			25-89
Wilson	Edna			25-87
Wilson	Harry	I'm trying to save the neighborhood!	F-B LGA-Response-GENERAL-10	25-84, 25-101, 25-106
Wilson	Shayrn			25-86

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-14

Wood	Brenda			25-87
Woodard	Quetta	(A) The less the b train impacts our community the better. We want to protect our very old and special businesses in Old Town. (B) The train should be kept out of our historic communities. It should be in the outskirts of community not directly in.	(A) FB-LGA-Response-GENERAL-04 (B) FB-LGA-Response-GENERAL-10	25-88, 25-103, 25-104, 25-108, 25-110
Woodgate	Aimee	My grandparents house is in Westchester!	F-B LGA-Response-GENERAL-10	25-86, 25-102, 25-107
Woods	Christina			25-86
Wyllie	Megan			25-97
Yates	Jonathan			25-95

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Yates	Kaitlyn			25-93
Yoder	Dixie			25-93
Zaga	Cessna			25-98
Zavala	Christine	I LIVE IN BAKERSFIELD ON 33RD STREET. I HAVE NEVER USED THE GLEANERS BUT I HAVE SEEN THE POSITIVE IMPACT IT HAS FOR THOSE IN NEED. WE LIVE IN THE EAST SIDE OF BAKERSFIELD WHICH IS HOME TO A LOT OF POVERTY STRICKEN FAMILIES AND HOMELESS. IF YOU TAKE THE GLEANERS AWAY OR MOVE IT, IT	F-B LGA-Response-GENERAL-10	25-90, 25-104, 25-109

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-14

		WILL MAKE IT VERY DIFFICULT FOR THE PEOPLE THAT NEED IT THE MOST TO GET FOOD. PLEASE LEAVE IT WHERE IT'S AT. YOU WILL BE SAVING SOME LIVES.		
Zdarko	Victoria			25-88
Zeimet-Cameron	Erica			25-84
Zurick	Nicole			25-95
Zylstra	Elizabeth			25-87
NA	NA	The new major transportation hub does not belong in and near one of the oldest and most quaint neighborhoods of the city.	FB-LGA-Response-GENERAL-04	25-102, 25-107

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Businesses

Businesses	Comment	Response	Page #
Citizens for Downtown Bakersfield	Please email comments to: Fresno_Bakersfield@hsr.ca.gov		25-105
Kern Apartments	The Westchester high speed rail will adversely impact our business and properties in the neighborhood.	FB-LGA-Response-GENERAL-04	25-84, 25-101, 25-106
M&O Real Estate Holdings LLC			25-84
Sewco Real Estate Holdings LLC			25-85

I006-15

The commenter provides links to four documents, claiming they were not reviewed or considered in the development of the Draft Supplemental EIR/EIS. The commenter requests that the documents be reviewed and incorporated into the Final Supplemental

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-15

EIR.

First, the commenter refers to the 2003 Terminal Impact Analysis Study. This report was reviewed in preparation of this response. The 2003 report prepared for KernCOG analyzed three station locations for the high-speed rail in Bakersfield: an Airport Station located near Meadows Field Airport, a “Golden State Station” located along Golden State Avenue (the F Street Station), and a Truxtun Avenue Station. The report concluded that, while impacts of the F Street Station and the Truxtun Avenue Station are largely comparable (see Table 6-1 of the document), the Truxtun Avenue Station was “the most attractive site for the Bakersfield Region” at that time. The report also provided a list of unknowns, including UPRR and BNSF cooperation and the difficulties of displacements and acquisitions for each station location.

The findings of this report were, at the time of the circulation of the Draft Supplemental EIR/EIS toward which the commenter’s request is directed, 15 years old, and these findings are no longer endorsed by all participants of the regional steering committee that participated in the study. Refer to Section 2.3.2.3 of the Fresno to Bakersfield Section Final EIR/EIS, which states:

The City of Bakersfield and Kern Council of Governments reviewed issues concerning the siting of the Metropolitan Bakersfield High-Speed Rail Terminal for over 6 years, participated in a regional steering committee created by the Kern Council of Governments, and retained a consultant team to analyze three potential sites in the Bakersfield metropolitan area. After careful consideration, the Council of the City of Bakersfield issued Resolution No. 118-03 on July 9, 2003, endorsing the downtown Truxtun Avenue site for the High-Speed Rail Terminal. The City of Bakersfield has since reversed its position, and issued Resolution No. 119-11 on December 14, 2011, opposing the High-Speed Rail Project.

On December 13, 2017, the City of Bakersfield adopted Resolution No. 162-17 in support of the Locally Generated Alternative and the F Street Station.

All three stations identified in the KernCOG report were analyzed in the Statewide Final EIR/EIS (2005). Though the Statewide EIR/EIS does not cite the KernCOG report, it

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came to similar conclusions, as it identified the Truxtun Avenue station location as the preferred Bakersfield station, adding that, at the time (2005), the City of Bakersfield, Kern County, Kern County COG, and the Kern County Transportation Foundation preferred this station option for HSR service in Kern County. This preferred station location was then carried forward in the Fresno to Bakersfield Section EIR/EIS (2014).

By June 2014, the City of Bakersfield no longer preferred the Truxtun Avenue station location. At that time, the City filed a lawsuit challenging the certified Fresno to Bakersfield Section EIR/EIS pursuant to CEQA. The Authority and the City of Bakersfield announced in December 2014 that they had settled the lawsuit and agreed to identify an initial conceptual alignment through the City of Bakersfield with a station located at the intersection of F Street and Golden State Avenue (SR 204) that would address the City’s concerns and meet the Authority’s design requirements, for the Authority to study in subsequent environmental review. The “locally generated alternative” (LGA) described and analyzed in the Draft Supplemental EIR/EIS evolved from this mutual cooperation and subsequent public input.

In the Draft Supplemental EIR/EIS, the Authority and FRA described the environmental setting of the LGA, evaluated the potential significance of environmental impacts and compared the LGA (referenced as the “F-B LGA” in the Draft Supplemental EIR/EIS), including station location and alignment, with the geographically comparable segment of the alignment and station location identified in the Fresno to Bakersfield Section Final EIR/EIS (referenced as the “May 2014 Project” in the Draft Supplemental EIR/EIS) and approved by the FRA in 2014. Impacts of both Truxtun Avenue and F Street stations and their respective rail alignments are thus comparatively analyzed and taken into account within the larger impact analysis of the Draft Supplemental EIR/EIS.

Second, the commenter provides a link to the Metropolitan Bakersfield Transit Center Study, published in 2015 by KernCOG. This study was reviewed in preparation of this response. The study discusses potential locations for a new Transit Center in Bakersfield. The report considers the F Street/Golden State Avenue location, but the study states that sites which “were initially identified as primary site locations” such as F Street/Golden State Avenue and the proposed Truxtun Station area were not being considered in the current study, as they are “under consideration by the California High

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Speed Authority as potential High Speed Rail sites.” The study makes several recommendations for short term and long term Transit Center Locations, but concludes by stating that:

To build upon the work conducted under this study and in preparation for the future California High Speed Rail system, a future study using similar methodology and analysis of HSR station sites should be performed as a separate study or as a supplemental to this study.

Thus while the F Street Station area is not recommended as a Transit Center location in this study, it is clear that the site of the future HSR station will be considered once enough information is available about HSR plans for the site.

Third, the commenter provides a link to a report entitled “Making the Most of High-Speed Rail in California: Lessons from France and Germany” by Eric Eidlin, published by The German Marshall Fund of the United States in June 2015 (<http://www.gmfus.org/file/6093/download>).

This report was reviewed in preparation of this response. Its author, Eric Eidlin, performed the research and produced the report in his role as liaison between the Federal Transit Administration and the Authority. He traveled to Europe to study successful HSR corridors there, in particular to examine planning and managed development in station areas and provision of non-automobile access to stations, in order to advise the California HSR project. On page 2, Eidlin states

cities across France and Germany demonstrate how HSR can be a powerful tool for strengthening cities and towns along HSR corridors in economic, social, and cultural terms. With careful planning, the same can be achieved in California. This is why the CAHSRA [Authority] is funding planning efforts in most of the cities that will have HSR stations, to ensure that each station area is designed to maximize HSR-supportive development within station areas. A central focus of this report, therefore, is to highlight best practices from Europe that can help inform these CAHSRA-funded planning efforts.

Indeed, the report weighs the options of central city locations (Truxtun Avenue Station is

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an example of this), sub-center locations (F Street Station is an example of this), city periphery stations, and exurban stations (the previously considered Meadows Field Station is an example of this). In the cases of stations that are not immediately within the core downtown of a city, Eidlin states that success for these stations depends on two “preconditions:”

1. Robust, well-conceived urban design and land use plans should be in place for the station areas. Plans should address both short-term and long-term market feasibility, as well as development phasing. The plans that the CAHSRA is currently funding have the potential to satisfy this need.
2. Multi-modal plans that prioritize non-auto access options to the stations must also be completed, ideally before station construction begins. Local access plans should include an access hierarchy that is used to prioritize travel modes that provide the most mobility at the lowest cost, and require the least amount of space. And as suggested above for the urban design and land use plans, these plans should firmly address phasing issues with regard to station access, and not assume that HSR passengers will get to stations in 50 years in the same way that they do today. This is discussed in greater detail later in this report (Policy Options to be Considered). (Page 28-29)

The City of Bakersfield (May 2018) published its Making Downtown Bakersfield Station Area Vision Plan (Vision Plan), using the funds from CAHSRA cited by Eidlin above. Though subject to revision before finalization, these plans satisfy both of the preconditions outlined above. The Vision Plan includes phased development priorities (see Chapter 4 of the Vision Plan), a regional transit center located at the F Street Station, and a potential shuttle or other transport options between the F Street Station/Transit Center and the Downtown Bakersfield Amtrak Station. Pedestrian and bicycle connections with local trails (Kern River Parkway and Mill Creek Linear Park) and streets are also included in the Station Plans (see in particular sections 3.3 and 3.4 of the Vision Plan).

Fourth, the commenter provides a link to the 2002 Metropolitan Bakersfield General

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Plan Circulation Element. The link provided by the commenter does not lead to the Circulation Element, which can be found here:
<http://www.bakersfieldcity.us/civicax/filebank/blobdload.aspx?BlobID=31381>, page III-1. This Element of the Bakersfield General Plan was reviewed in preparation of the Draft Supplemental EIR/EIS, particularly for Sections 3.13 and 3.19, and was subsequently reviewed in preparation of this response. The Circulation element outlines improvements to congested roads and intersections, and indicates a commitment to working with the High-Speed Rail Authority and other agencies to locate an HSR station in the Bakersfield General Plan planning area.

None of the documents, as provided by the commenter, conflict with the analysis presented in the Draft Supplemental EIR/EIS. There is no new information to be incorporated into the Final Supplemental EIR as a result of this comment.

I006-16

The commenter states that the Supplemental EIR/EIS fails to account for a planned grade-separated freeway along Golden State Avenue. The commenter states that added costs associated with constructing this facility should be considered. If a grade-separated freeway is planned along Golden State Avenue in the City of Bakersfield, this has not been among the City's expressed concerns. The Metropolitan Bakersfield General Plan Circulation Element says that SR 204 between Route 58 and F Street, which is currently an arterial street, "may eventually need to be upgraded to a freeway" but that this "need not be constructed by 2020," the planning horizon for this General Plan (City of Bakersfield 2002, Page III-9). The upgrade of SR 204 between F Street and Route 58 is not programmed and planned for in the Metropolitan Bakersfield General Plan, it is suggested as a possibility. The possibility of this upgrade is mentioned in the Plan in order to preserve right-of-way and discourage permanent structures in that corridor. The F-B LGA, and the F Street Station in particular, would not preclude this facility from being upgraded. In fact, the upgraded facility would provide additional access to the F Street Station, and the on- and off-ramps and grade separations implemented in the station area could be incorporated into the design. The Authority's coordination with Caltrans regarding impacts and modifications to the State

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Highway System is ongoing, and any adjustments to this conceptual highway upgrade would be made well in advance in order to incorporate the HSR system into the design.

I006-17

The commenter requests that additional information be incorporated into Chapter 1 defining the modal connectivity associated with the May 2014 Project. The text referenced by the commenter discusses, in general, Modal Connections, associated with the HSR System. Following this sentence the text indicates where specific Modal Connections associated with the May 2014 Project can be found in the Fresno to Bakersfield Section Final EIR/EIS and where specific Modal Connections for the F-B LGA can be located in the Draft Supplemental EIR/EIS. As this is a general discussion, specific information about Modal Connections for the May 2014 Project and F-B LGA have not been incorporated into this chapter.

I006-18

The F-B LGA Transportation Analysis Technical Report (Authority and FRA 2017) includes analysis of station access and takes into account access via different modes including, buses, bicycle, and pedestrians. The ridership forecasting model used to generate trip generation forecasts for the Draft Supplemental EIR/EIS is described in Chapter 2, Section 2.5 of the Fresno to Bakersfield Section Final EIR/EIS and was prepared by Cambridge Systematics. The model has three basic components: trip frequency/group size; destination; and choice of mode.

Additionally, the location of the F Street Station would complement existing public transportation in metropolitan Bakersfield including local buses, intercity buses, Amtrak trains, and paratransit services. Vehicle circulation from F Street would be organized to maximize separation of flows of private vehicle and public transit circulation to reduce delays of public transit caused by traffic congestion. The existing transit center to the east of F Street provides a convenient connection to Chester Avenue, where the City of Bakersfield plans to construct a future bus rapid transit line. The transit center would also be connected to the primary building of the F Street Station with a dedicated bike/pedestrian walkway that is grade-separated at F Street. This dedicated bike/pedestrian walkway, proposed as part of the F-B LGA, would run the length of the F Street Station site and would provide bike and pedestrian access between Chester

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Avenue, the main station building entrance, and the Kern River trail system. The nearest existing bike lanes or paths are on Chester Avenue adjacent to the station site. Additional bike lanes also exist along P and Q Streets, 21st Street, 30th Street, 34th Street, and the Kern River Parkway, while there are planned bike lanes along Edison Highway to the east of the proposed station and near the intersection of Airport Drive and Golden State Avenue north of the Kern River and the proposed station area (City of Bakersfield and Kern County 2010).

Page 3.3-39 of the Draft Supplemental EIR/EIS includes a summary of the total emission changes due to the HSR system operation including emissions associated with ridership, regional vehicle travel, and direct project operation emissions from HSR stations. Emission results indicate the project would result in a net regional decrease in emissions of criteria pollutants. These decreases would be beneficial to the SJVAB and help the basin meet its attainment goals.

As shown in Table 8-A-5 of the Draft Supplemental EIR/EIS, the May 2014 Project and the F-B LGA would result in similar construction and operational impacts and GHG impacts. Based on the analysis and the comparable findings documented in the Draft Supplemental EIR/EIS, a separate analysis of criteria pollutants associated with the F-B LGA and the May 2014 Project is not warranted.

I006-19

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station.

As discussed in Section 3.13, Station Planning, Land Use, and Development of the Draft Supplemental EIR/EIS, the land within the F Street Station site study area is currently developed with a mix of low-density commercial, residential, and industrial uses and vacant parcels. The Truxtun Avenue station location, conversely, is centrally located near the Rabobank Arena, Theater, and Convention Center, Marriott Hotel, and Amtrak station.

While the Truxtun Avenue station location would provide an immediate direct connection

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to the Amtrak Station and existing downtown amenities, public benefits derived from future transit oriented development would be concentrated in a relatively small geographic area that is already developed, with little benefit to the rest of the city. The F Street Station site, however, offers opportunities for a comprehensive planning effort to revitalize the greater downtown area through the conversion of auto-oriented corridors to complete streets that prioritize the pedestrian, greater transit and multi-modal connectivity throughout downtown, and the revitalization of underutilized land.

The City of Bakersfield Making Downtown Bakersfield Vision Plan (May 2018; Vision Plan) describes a phased effort to link the F Street Station and the Amtrak Station through the development of transit, bicycle, and pedestrian improvements to enable passengers to transfer from the HSR train to local commuter transit. These improvements include bus rapid transit (BRT) on Chester and California avenues, a downtown shuttle, and mobility hubs at the Amtrak Station, HSR station, and the Golden Empire Transit Center. While these services are central to connecting the HSR station and downtown, they provide the added benefit of offering a new alternative form of transportation for non-HSR riders throughout downtown. The Vision Plan also proposes public realm improvements along three corridors to form a pedestrian friendly loop around the downtown area, connecting residential, commercial, and parks, and open space areas and activating the F Street station area.

I006-20

Refer to Standard Response FB-LGA-Response-GENERAL-01: Alternatives.

In the text of the comment the commenter suggests a station in Old Town Kern rather than F Street.

In response to this request, a feasibility study (Authority 2018) was conducted to determine whether a station between Baker and Beale streets in Old Town Kern would be practicable.

The following is a list of CHSR Technical Memorandum (TM) used to evaluate station sites.

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- TM 2.1.3 Turnouts and Station Tracks
- TM 2.2.4 Station Platform Geometric Design

As defined in the TMs, the length of the station platform is 1,400 feet long and a minimum of 117 feet wide. The station tracks that service the platforms connect to the mainline tracks at a minimum of 2,450 feet from the center of the platform. In addition, there are high-speed crossovers each side of the station track turnouts. These turnouts and crossovers must be located on tangent (straight) track, and cannot be within 1,300 feet of a horizontal curve.

Engineering

The Old Town Kern station as described by the commenter would be infeasible in terms of engineering for the following reasons:

- Mainline alignments would need to be moved south to allow edge of the HSR platform to be 15 feet from UPRR right-of-way line. A distance of 15 feet is required as maintenance easement along aerial structures. Additionally, moving the alignment would impact all properties south of Sumner Street, as well as all properties south of the F-B LGA alignment between Chester Avenue and Miller Street.
- Further, the distance along the alignment between Baker Street and Beale Avenue is only 975 feet, which is 425 fewer feet than required by the CHSR TM as noted above. There is a horizontal spiral between Baker Street and Beale Avenue, which means that the station track turnouts would need to be placed north around the curve. This would add approximately 8,350 feet of additional viaduct. Station tracks to the east would begin approximately at Miller Street.
- Finally, the area between Baker Street and Beale Avenue and 19th Street and Kentucky Street minus the Union Pacific Railroad property is approximately 24 acres. The F Street Station site is 44 acres. Vehicular access to the site would be difficult and would require significant modification to City of Bakersfield arterial and collector

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roadways.

Environmental

The Old Town Kern station as described by the commenter would be infeasible in terms of environmental resources for the following reasons:

- The proposed station location along Sumner Street between Baker Street and Beale Avenue would displace several commercial businesses, including Pyrenees French Bakery, Luigi's, and Arizona Café. This site would also displace The Mission at Kern County (homeless shelter), Bakersfield Fire Station No. 2, and the U.S. Post Office building at 727 Kentucky Street.
- The Baker-Beale site as proposed has a high sensitivity for historical archaeological deposits, and contains two known historic properties (former SPRR, now UPRR, Rail Depot and the Fire Station). Placement of a station footprint here would cause a direct adverse effect to both properties.
- Further, a station located at the Baker-Beale site would likely have a much longer footprint extending in both directions along the centerline. Therefore, it is very likely that other known historic properties would be adversely affected (specifically, Noriega's Traditional Cultural Property [TCP] and the Amestoy Hotel, and possibly the Kern Land Co Warehouse). The F-B LGA project made a considerable effort to avoid, minimize, and mitigate potential adverse effects of the HSR viaduct to the Noriega's TCP – an HSR station at this location would likely have more extensive adverse effects on this property and others in the area.
- Finally, a station at this location would require additional inventory and evaluation of built environment resources to the north and south, and possibly to the east and west as well, in areas that are outside the current APE. These areas are likely to reveal

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additional historic properties based on the age of this neighborhood and the presence of known historic properties.

The commenter argues that this would mitigate the adverse impacts of an elevated viaduct bisecting the Old Town Kern neighborhood.

If a station were placed in Old Town Kern, not only would a viaduct be placed along the current alignment, but the station itself would then bisect if not completely displace the whole area proposed for consideration. Impacts would not be mitigated and would in fact be escalated.

The commenter also states that this station would allow for an intermodal rail connection where the BNSF tracks “converge” with the LGA alignment, allowing for a second Amtrak station at Old Town Kern. The commenter suggests that this second Amtrak Station in Old Town Kern would be similar to the two Amtrak stations in Oakland at Jack London Square and the Oakland Coliseum.

It is highly unlikely that a second Amtrak station would be placed at the proposed Old Town Kern location, particularly as this is less than a mile from the current Bakersfield Amtrak Station, and a new Amtrak Station would cause further displacements and adverse impacts similar to those outlined above. It would be more likely (and cost effective) for a bus connector to be developed, similar to the City of Bakersfield’s proposition for connecting the F Street Station and Amtrak, as described in the Making Downtown Bakersfield Station Area Vision Plan (2018). The two stations in Oakland mentioned by the commenter are approximately five miles apart, similar to other distances between Amtrak Stations in the densely populated Bay Area. The closest stations there are the Berkeley and Emeryville Stations, which are approximately two miles apart.

In response to the commenter’s request, a feasibility study (Authority 2018) was conducted to determine whether a station near Beale Avenue and Miller Street in Old Town Kern would be practicable.

Engineering

The Sumner-Beale-Miller station as described by the commenter would be infeasible in

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terms of engineering for the following reasons:

- Mainline alignments must move south to allow edge of platform to be 15 feet from UPRR Right-of-way line. 15-foot distance is required as maintenance easement along aerial structures.
- Moving the alignment would impact all properties south of Sumner Street and south of the F-B LGA alignment between Chester Avenue and SJVR wye tracks.
- Distance along the alignment between Beale Avenue and Miller Street is 1,900 feet, which would support the platform length, but the horizontal spiral between Baker Street and Beale Avenue; would force the station track turnouts to the north around the curve. This would add approximately 9,350 feet of additional viaduct. Station tracks to the east would begin approximately at the SJVR wye tracks.
- Area between Beale Avenue and Miller Street and Sumner Street and Truxtun Avenue is approximately 34 acres, but contains the BNSF mainline tracks. The BNSF tracks connect to the UPRR rail yard, and must be relocated out of the station area.
- Relocating BNSF south into the Truxtun Avenue right-of-way would cause numerous impacts to local roads as well remove the SJVR connection to the yard.
- Vehicular access to the site would be difficult and would require significant modification to City of Bakersfield arterial and collector roadways.

Environmental

The Sumner-Beale-Miller station as described by the commenter would be infeasible in terms of environmental resources for the following reasons:

- The BNSF relocation referenced in the fourth bullet under "Engineering" would move the freight rail line closer to residences south of Truxtun Avenue, likely exposing several sensitive receptors to increased noise levels.
- The Sumner-Beale-Miller site has a high sensitivity for historical archaeological deposits.

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- Although the Sumner-Beale-Miller site as proposed does not contain known historic properties, there are two historic properties located in close proximity to the south that would likely be adversely affected (Salon Juarez Traditional Cultural Property and the residence at 1031 E 18th Street). These two properties were identified in the main FB HASR and APE. Placement of a station footprint here would likely cause a direct adverse effect to both properties.
- The Fresno to Bakersfield project made a considerable effort to negotiate with the Salon Juarez TCP owners to avoid, minimize, and mitigate potential effects of a HSR viaduct – a HSR station at this location would likely have more extensive adverse effects on this property and others.
- More inventory and evaluation of built environment resources would be required to the west, which includes areas outside both the F-B LGA and the FB APEs. Survey of this area is likely to reveal additional historic properties based on the age of this neighborhood and the presence of known historic properties.

I006-21

Refer to Standard Response FB-LGA-Response-GENERAL-01: Alternatives, FB-LGA-Response-GENERAL-02: Public Outreach.

I006-22

Refer to Standard Response FB-LGA-Response-GENERAL-02: Public Outreach.

Table 9-1 in Chapter 9, Public and Agency Involvement, of the Draft Supplemental EIR/EIS lists the various agencies and other stakeholders that were provided an opportunity to comment on the LGA during its development. Table 9-1 shows the first Open House was held on August 25, 2015 at the Bakersfield Marriott.

Public meetings and open houses were announced through direct mail to those in the Authority's project database, advertisements in local newspapers, email notices, and postings on the Authority's website. Fliers were delivered or emailed to advertise each

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open house to several community and public spaces serving potentially impacted low-income and minority populations, including schools, business groups, and environmental justice groups.

I006-23

The commenter requests that "adjacent to Amtrak" be added in Chapter 2 of the Final Supplemental EIR on page 2-6 where it states "The May 2014 Project Station would be built at the corner of Truxtun and Union Avenues/SR 204 (Figure 2-1)."

Chapter 2 has been revised to include the edit suggested by the commenter. Refer to Chapter 16 of this Final Supplemental EIR.

I006-24

The commenter states that if nearly 5,000 parking spaces were being added with the May 2014 Project, how many parking spaces were being lost behind the convention center/arena?

While the commenter infers that there would be a loss in convention center/arena parking, Chapter 2, page 6, does not state that any parking reduction would occur. In fact, it states that in addition to the approximately 4,500 parking spaces supported by three parking structures, an additional 460 surface lot sites that would be built as part of the May 2014 Project Station, up to a total of 8,100 parking spaces would be required under the full 2035 parking demand identified as part of the comprehensive parking strategy developed in coordination with the City of Bakersfield. Refer to Section 2.4.4.3 (page 2-80) of the Fresno to Bakersfield Section Final EIR/EIS for more detailed associated with the May 2014 Project Station (Authority and FRA 2014).

I006-25

The commenter requests that the Authority includes a quantitative comparison of how many miles of May 2014 Project and LGA track are at grade vs. elevated in Chapter 2 of

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the Draft Supplemental EIR/EIS.

Chapter 2 of the Draft Supplemental EIR/EIS provides and focuses on the project description of the F-B LGA. As such, it is not appropriate to include the information about the May 2014 Project in this chapter of the Draft Supplemental EIR/EIS. Chapter 8 and Technical Appendix 8-A of the Draft Supplemental EIR/EIS provide an impact comparison between the May 2014 Project and F-B LGA. In response to this comment, Table 8-A-74 has been added in Technical Appendix 8-A to show the quantitative differences between the design features of the May 2014 Project and F-B LGA. Refer to Chapter 16 of this Final Supplemental EIR.

I006-26

The commenter requests the maximum height of the viaduct for the F-B LGA be included in Chapter 2 of the Draft Supplemental EIR/EIS.

The maximum height of the F-B LGA viaduct along its 23.13-mile length is 73 feet (near Weill Park in Bakersfield). This information has been added to Chapter 2, Section 2.4.1, third bullet, of the Final Supplemental EIR. Refer to Chapter 16 of this Final Supplemental EIR.

I006-27

The commenter requests that a side-by-side comparison of the primary design features of the F-B LGA with the May 2014 Project be provided in Table 2-1 in Chapter 2 of the Draft Supplemental EIR/EIS.

Table 2-1, Design Features of the F-B LGA, in Chapter 2 of the Draft Supplemental EIR/EIS is provided specifically to identify the design features of the F-B LGA. As such, adding design feature information into this table for the May 2014 Project would not be appropriate. Appendix 8-A of the Draft Supplemental EIR/EIS provides a comparison of the F-B LGA and the May 2014 Project. In response to the commenter's request, a comparison table (Table 8-A-74) has been added to Technical Appendix 8-A of the Final Supplemental EIR to provide a comparison of the May 2014 Project and F-B LGA

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design features. Refer to Chapter 16 of this Final Supplemental EIR.

I006-28

The commenter indicates that the viaduct along Sumner Street and Edison Highway associated with the F-B LGA alignment would create a dark street environment that would conceal illicit activities. The commenter also requests that the following alignment alternatives be considered: an Old Town Kern station option (e.g., over Sumner Street), moving the viaduct to the north side of Sumner Street, or running the viaduct above the Union Pacific Railroad (UPRR) tracks.

Implementation of the F-B LGA viaduct along Sumner Street and Edison Highway would not promote an unsafe environment that would conceal criminal activity, as asserted by the commenter. Refer to Chapter 3.16, Figure 3.16-33, of the Draft Supplemental EIR/EIS which shows a simulation of the viaduct along Sumner Street. The simulation shows an open view of the Sumner Street right-of-way under the viaduct of the F-B LGA. While the viaduct piers would block views from a limited number of vantage points, the piers are exposed on all sides and would not result in any hiding places. Figure 3.16-34, in Chapter 3.16 of the Draft Supplemental EIR/EIS shows the F-B LGA viaduct along Edison Highway, and portrays a similar environment resulting from the placement of the viaduct piers. Furthermore, the HSR system will include Project Design Features that establish provisions for the deterrence and detection of, as well as the response to, criminal and terrorist acts for rail facilities and system operations. Provisions include right-of-way fencing, intrusion detection, security lighting, security procedures and training, and closed-circuit televisions. Refer to Section 3.11.5 in the Draft Supplemental EIR/EIS and Section 3.11.6 in the Fresno to Bakersfield Section Final EIR/EIS for more details on these safety design features that would be applicable to the F-B LGA and May 2014 Project.

Regarding the preference for an Old Town Kern High-Speed Rail Station, a feasibility study (Authority 2018) was conducted to determine whether a station between Baker and Beale streets in Old Town Kern would be practical.

The following is a list of CHSR Technical Memorandum (TM) used to evaluate station sites.

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- TM 2.1.3 Turnouts and Station Tracks
- TM 2.2.4 Station Platform Geometric Design

As defined in the TMs, the length of the station platform is 1,400 feet long and a minimum of 117 feet wide. The station tracks that service the platforms connect to the mainline tracks at a minimum of 2,450 feet from the center of the platform. In addition, there are high-speed crossovers each side of the station track turnouts. These turnouts and crossovers must be located on tangent (straight) track, and cannot be within 1,300 feet of a horizontal curve.

A station at this location would be infeasible from an engineering design perspective for the following reasons:

- Mainline alignments would need to be moved south to allow the edge of the HSR platform to be 15 feet from UPRR right-of-way line. A distance of 15 feet is required as maintenance easement along aerial structures. Additionally, moving the alignment would impact all properties south of Sumner Street, as well as all properties south of the F-B LGA alignment between Chester Avenue and Miller Street.
- Further, the distance along the alignment between Baker Street and Beale Avenue is only 975 feet, which is 425 fewer feet than required by the CHSR TM as noted above. There is a horizontal spiral between Baker Street and Beale Avenue, which means that the station track turnouts would need to be placed north around the curve. This would add approximately 8,350 feet of additional viaduct. Station tracks to the east would begin approximately at Miller Street.
- Finally, the area between Baker Street and Beale Avenue and 19th Street and Kentucky Street minus the Union Pacific Railroad property is approximately 24 acres.

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The F Street Station site is 44 acres. Vehicular access to the site would be difficult and would require significant modification to City of Bakersfield arterial and collector roadways.

A station at this location would be infeasible from an environmental perspective for the following reasons:

- The proposed station location along Sumner Street between Baker Street and Beale Avenue would displace several commercial businesses, including Pyrenees French Bakery, Luigi's, and Arizona Café. This site would also displace The Mission at Kern County (homeless shelter), Bakersfield Fire Station No. 2, and the U.S. Post Office building at 727 Kentucky Street.
- The Baker-Beale site as proposed has a high sensitivity for historical archaeological deposits, and contains two known historic properties (former SPRR, now UPRR, Rail Depot and the Fire Station). Placement of a station footprint here would cause a direct adverse effect to both properties.
- Further, a station located at the Baker-Beale site would likely have a much longer footprint extending in both directions along the centerline. Therefore, it is very likely that other known historic properties would be adversely affected (specifically, Noriega's Traditional Cultural Property [TCP] and the Amestoy Hotel, and possibly the Kern Land Co Warehouse). The F-B LGA project made a considerable effort to avoid, minimize, and mitigate potential adverse effects of the HSR viaduct to the Noriega's TCP – an HSR station at this location would likely have more extensive adverse effects on this property and others in the area.
- Finally, a station at this location would require additional inventory and evaluation of built environment resources to the north and south, and possibly to the east and west

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as well, in areas that are outside the current APE. These areas are likely to reveal additional historic properties based on the age of this neighborhood and the presence of known historic properties.

As suggested by the commenter, moving the viaduct of the F-B LGA to the north side of Sumner Street or running the viaduct above the UPRR tracks would be infeasible. Alignment alternatives outside of the Sumner Street right-of-way to the north or south would be infeasible due to the prolonged encroachment into UPRR right-of-way or the impacts to the historic properties along Sumner Street. As such, further analysis on the shift of the alignment as suggested by the commenter is not warranted.

I006-29

The commenter suggests a station in Old Town Kern “between Baker and Beale streets” rather than F Street.

In response to this request, a feasibility study (Authority 2018) was conducted to determine whether a station between Baker and Beale streets in Old Town Kern would be practicable.

The following is a list of CHSR Technical Memorandum (TM) used to evaluate station sites.

- TM 2.1.3 Turnouts and Station Tracks
- TM 2.2.4 Station Platform Geometric Design

As defined in the TMs, the length of the station platform is 1,400 feet long and a minimum of 117 feet wide. The station tracks that service the platforms connect to the mainline tracks at a minimum of 2,450 feet from the center of the platform. In addition, there are high-speed crossovers each side of the station track turnouts. These turnouts and crossovers must be located on tangent (straight) track, and cannot be within 1,300 feet of a horizontal curve.

I006-29

Engineering

The Old Town Kern station as described by the commenter would be infeasible in terms of engineering for the following reasons:

- Mainline alignments would need to be moved south to allow edge of the HSR platform to be 15 feet from UPRR right-of-way line. A distance of 15 feet is required as maintenance easement along aerial structures. Additionally, moving the alignment would impact all properties south of Sumner Street, as well as all properties south of the F-B LGA alignment between Chester Avenue and Miller Street.
- Further, the distance along the alignment between Baker Street and Beale Avenue is only 975 feet, which is 425 fewer feet than required by the CHSR TM as noted above. There is a horizontal spiral between Baker Street and Beale Avenue, which means that the station track turnouts would need to be placed north around the curve. This would add approximately 8,350 feet of additional viaduct. Station tracks to the east would begin approximately at Miller Street.
- Finally, the area between Baker Street and Beale Avenue and 19th Street and Kentucky Street minus the Union Pacific Railroad property is approximately 24 acres. The F Street Station site is 44 acres. Vehicular access to the site would be difficult and would require significant modification to City of Bakersfield arterial and collector roadways.

Environmental

The Old Town Kern station as described by the commenter would be infeasible in terms of environmental resources for the following reasons:

- The proposed station location along Sumner Street between Baker Street and Beale Avenue would displace several commercial businesses, including Pyrenees French

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Bakery, Luigi's, and Arizona Café. This site would also displace The Mission at Kern County (homeless shelter), Bakersfield Fire Station No. 2, and the U.S. Post Office building at 727 Kentucky Street.

- The Baker-Beale site as proposed has a high sensitivity for historical archaeological deposits, and contains two known historic properties (former SPRR, now UPRR, Rail Depot and the Fire Station). Placement of a station footprint here would cause a direct adverse effect to both properties.
- Further, a station located at the Baker-Beale site would likely have a much longer footprint extending in both directions along the centerline. Therefore, it is very likely that other known historic properties would be adversely affected (specifically, Noriega's Traditional Cultural Property [TCP] and the Amestoy Hotel, and possibly the Kern Land Co Warehouse). The F-B LGA project made a considerable effort to avoid, minimize, and mitigate potential adverse effects of the HSR viaduct to the Noriega's TCP – an HSR station at this location would likely have more extensive adverse effects on this property and others in the area.
- Finally, a station at this location would require additional inventory and evaluation of built environment resources to the north and south, and possibly to the east and west as well, in areas that are outside the current APE. These areas are likely to reveal additional historic properties based on the age of this neighborhood and the presence of known historic properties.

The commenter suggests a station near 7th Standard Road rather than F Street.

In response to this request, a feasibility study (Authority 2018) was conducted to determine whether a station near 7th Standard Road would be practicable.

Engineering

I006-29

The 7th Standard Road station as described by the commenter would be infeasible in terms of engineering for the following reasons:

- In order to keep the entire station area within the property, the platform must be located as far south as possible.
- The mainline horizontal alignment includes a spiral through the south portion of the property; therefore, the station track turnouts must be placed around the curve, which would add an additional 6,100 feet of viaduct to the south near the Beardsley Canal overcrossing.

Environmental

The 7th Standard Road station as described by the commenter would be infeasible in terms of environmental resources for the following reasons:

- The proposed station location at Saco Ranch between 7th Standard Road and Snow Road is located in the Northwest District of Bakersfield, outside of the downtown Central District and in direct conflict with the purpose of the HSR Project.
- Golden Empire Transit does not have lines that access this general location. A station at this location would also conflict with the HSR purpose statement of siting a station near mass transit, resulting in no transit connectivity to the downtown.
- The proposed station location would greatly increase the amount of agricultural lands that would be permanently converted due to alignment requirements approaching the station.
- The proposed location could have paleontological impacts. The Saco Ranch site has a

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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moderate sensitivity for buried prehistoric deposits.

- The proposed location could result in impacts to the built environment. No historic properties are located in the APE in the vicinity of the Golden State Highway location as proposed (Beardsley Canal is not eligible). However, because station footprints are generally wider than other parts of the HSR footprint, additional inventory and evaluation would be required to identify other potential historic properties in the vicinity

I006-30

The commenter cites the Authority's High-Speed Train Station Area Development General Principles and Guidelines and indicates that they are more descriptive of the Truxtun Station (May 2014 Project) than the F Street Station.

Both the Truxtun Avenue and the F Street station designs in the Draft Supplemental EIR/EIS are conceptual designs that are based on:

- California High-Speed Rail Authority documents:
 - Statewide architectural excellence goals
 - System design criteria and technical memoranda
 - Station area development policy
 - Urban design guidelines
- Kern Council of Governments documents:
 - 2014 Regional Transportation Plan and Sustainable Communities Strategy
 - Metropolitan Bakersfield Transit Center Study
 - Metropolitan Bakersfield Transit System Long-Range Plan

I006-30

- City of Bakersfield's General Plan

While both station locations and preliminary station designs are based on the HST Station Area General Principles and Guidelines, and reasonable people can disagree about which location best describes consistency with those general principles, the Authority's Board of Directors identified the F Street Station location as preferable to the Truxtun Avenue Station location for the following reasons:

- The F-B LGA, when compared to the May 2014 Project, would reduce the number of residential displacements.
- The efficiency gained from the F-B LGA results in fewer direct permanent impacts on waters and wildlife resources.
- The F-B LGA, when compared to the May 2014 Project, would result in fewer permanent impacts to Important Farmlands.
- The F-B LGA affords an opportunity to directly connect with the pedestrian and bicycle uses associated with the Kern River Parkway.
- The May 2014 Project was met with significant local opposition from the City of Bakersfield, Kern County, local school districts, a hospital and various community groups, resulting in lawsuits. Conversely, the F-B LGA was met with decidedly less opposition and resolving two lawsuits in the process.
- The F-B LGA would be approximately one mile shorter than the May 2014 Project and would be able to maintain a speed of 220 miles per hour, whereas the May 2014 Project, based on track configuration, would be required to slow to 125 mph for a segment of the alignment.
- The F-B LGA would be less expensive to construct.

When approving the project, the Authority's Board and the FRA will consider a range of factors including legal, planning, environmental, cost, constructibility, operations, and maintenance. The environmental factors distinguishing the F-B LGA as the preferred alternative are summarized in Chapter 8 of the Draft Supplemental EIR/EIS. Section 8.5

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explains why the F-B LGA is the Environmentally Superior Alternative; Section 8.6 explains why it is also the Environmentally Preferable Alternative; and Section 8.7 explains why it is the Least Environmentally Damaging Practicable Alternative.

I006-31

As shown in Table 6.2-9 of the Transportation Analysis Technical Report prepared for the F-B LGA, F Street will have an additional 8,600 vehicles due to the proposed project under existing conditions. As shown in Table 6.4-9 of the Transportation Analysis Technical Report, the project will add an additional 17,870 vehicles under year 2035 conditions. The additional trips are due to modifications to the Chester Avenue ramps, as well as trips from the proposed project. As such, the project includes the widening of F Street between SR 204 and 30th Street to accommodate the additional traffic. With the F Street widening and implementation of mitigation measures identified in Section 3.2.6 of the Draft Supplemental EIR/EIS, F Street will operate at a satisfactory LOS.

I006-32

The F Street/32nd Street access point, like the two other station access points (34th Street/Chester Avenue and F Street) is proposed as a right-in/right-out driveway and will serve all vehicles (private vehicles, taxis, and public transit). Clarification has been added to Chapter 2 of the Final Supplemental EIR. Refer to Chapter 16 of this Final Supplemental EIR.

I006-33

The Transportation Analysis Technical Report prepared for the F-B LGA included analysis of the traffic impacts of the Golden State North and South Frontage road closures. Traffic diversions due to these road closures were included in the existing and year 2035 with project conditions analysis. Corresponding intersection LOS was calculated and any mitigation measures were identified in Section 3.2.6. of the Draft Supplemental EIR/EIS. A detailed analysis is included in Sections 6.1.4, 6.2.4, and 6.4.4 of the Transportation Analysis Technical Report, which is available on the Authority's website.

I006-34

The commenter requests that the statement, "the Amtrak station is located approximately 1 mile south of the proposed F Street Station site," be revised to indicate the distance between the F Street Station and Truxtun Avenue Station via travel on city streets. The referenced statement is correct in the context of the description in Section 2.4.4 of the Draft Supplemental EIR/EIS. However, in consideration of this comment the text has been revised to acknowledge that the Amtrak station is located approximately 1.8 miles from the proposed F Street Station site when traveling on city streets. Refer to Chapter 16 of this Final Supplemental EIR.

I006-35

While the Truxtun Avenue Station (May 2014 Project) would be located at an existing public transportation center and would be more convenient for Amtrak and bus riders, Kern Council of Government Metropolitan Bakersfield Transit Center Study (Kern Council of Governments 2015), identified the proposed F Street Station as a possible location for a "Transit Center" in the City of Bakersfield due to anticipated growth and higher demand for transit service. It also identifies the need for connectivity of various existing and future transit service connections. As discussed in Appendix 3.13-A, Land Use Plans, Goals, and Policies, of the Draft Supplemental EIR/EIS, the F Street Station was one of the 13 suitable transit center locations studied. Furthermore, the proposed F Street Station is approximately 1.5 miles from the Bakersfield Amtrak Station and would be designed as a multi-modal transportation hub that would maximize intermodal transportation opportunities, meeting overall project objectives consistent with the voter-approved Proposition 1A. The location of the F Street Station would complement existing public transportation, including local buses, intercity buses, and Amtrak trains.

As discussed in Chapter 2, F-B LGA Description, and Section 3.2, Transportation, of the Draft Supplemental EIR/EIS, it is expected that Amtrak San Joaquin rail service would likely adjust to function more in the role of a feeder service to the HSR system in the Bakersfield area, providing passengers with the opportunity to connect to cities not served by HSR. This is consistent with the 2008 San Joaquin Corridor Strategic Plan (Caltrans 2008), the 2013 California State Rail Plan (Caltrans 2013), and the California HSR Program Revised 2012 Business Plan (Authority 2012), as discussed in the Fresno to Bakersfield Section Final EIR/EIS. This assumption is also consistent with the 2016

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-35

California HSR Business Plan (Authority 2016) and the Draft 2018 California HSR Business Plan (Authority 2018), available for review on the Authority's website.

This would not preclude Amtrak or the City of Bakersfield from providing transit service to/from the proposed F Street Station. It should be pointed out that a spur connection, which is a secondary rail line branching off from the main route, was not evaluated as it was determined infeasible and did not satisfy the HSR program objective of providing a high-speed rail system to improve intercity travel.

I006-36

The commenter references three HV towers near Sam Lynn Ball Park that would need to be raised to clear the F-B LGA and asks what the airspace implications of these for the Bakersfield Meadows Field, including potential Class C airspace provisions that will be developed in the future with the City buildout.

Figure 4-40 of the County of Kern Airport Land Use Compatibility Plan (November 13, 2012) shows the Airspace Plan of the Bakersfield Meadows Field. The Authority has determined that these HV towers are located in the Conical Surface of the Bakersfield Meadows Field Airspace Plan but are not within the Glideslope and approach buffer of the Bakersfield Meadows Field Part 77 Airspace. According to Part 77, a Conical Surface is "...a surface, which extends upward and outward from the outer limits of the Horizontal Surface for a horizontal distance of 4,000 feet. The slope of the conical surface is 20-1 (5 percent) measured in a vertical plane. At 4,000 feet from the horizontal surface, the elevation of the conical surface is 350 feet above the established airport elevation." Part 77 Airspace Surfaces are concerned with objects that could penetrate the air space around airports which could potentially cause obstructions to airplanes approaching and departing from the specific airport. The conical surface in this area is at an elevation of 608.95 feet (based on a distance of 124.95 feet from horizontal surface and an elevation of 484 feet at Bakersfield Meadows Field Airport). Since the increased height of the HV towers to accommodate passage of the F-B LGA alignment will be lower than 608.95 feet, the towers will not encroach into the Conical Surface of Bakersfield Meadows Field Airport.

I006-36

It should be noted that the HV towers that the commenter is questioning is not within the Zone C land use planning area of the Bakersfield Meadows Field Airport (The commenter refers to this incorrectly as Class C.). The Kern County Airport Land Use Compatibility Plan includes the Land Use Designation map (page 4-71) for the Meadows Field Airport which provides the land uses within the Airport's Sphere of Influence (SOI). These land uses correspond to the land uses established in the Kern County General Plan. The land uses within the Airport's SOI includes AG/Open Land, Public Facility, Commercial/Industrial, Low Density Residential, Medium Density Residential, and, High Density Residential. The density and type of development that could occur under these land uses is described in the Kern County General Plan Land Use Element and includes regulations for transmission line and tower placements.

I006-37

The commenter states that the Metropolitan Bakersfield General Plan (2002) calls for SR-204 to be upgraded to a grade-separated highway facility. The commenter asks what the implications of the HSR project would be, including rights-of-way and ability to construct.

The Metropolitan Bakersfield General Plan Circulation Element says that SR-204 between Route 58 and F Street, which is currently an arterial street, "may eventually need to be upgraded to a freeway" but that this "need not be constructed by 2020," the planning horizon for this General Plan (City of Bakersfield 2002, Page III-9). The upgrade of SR-204 between F Street and Route 58 is not programmed and planned for in the Metropolitan Bakersfield General Plan, it is suggested as a possibility. The possibility of this upgrade is mentioned in the Plan in order to preserve right-of-way and discourage permanent structures in that corridor. The F-B LGA, and the F Street Station in particular, would not preclude this facility from being upgraded. In fact, the upgraded facility would provide additional access to the F Street Station, and the on- and off-ramps and grade separations implemented in the station area could be incorporated into the design. The Authority's coordination with Caltrans regarding impacts and modifications to the State Highway System is ongoing, and any adjustments to this conceptual highway upgrade would be made well in advance in order to incorporate the HSR system into the design.

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I006-38

The commenter requests that the KernCOG Transit Center study be used to develop ridership forecasts due to the differing residential and employment densities at the Truxtun Avenue and F Street station sites and asserts that the ridership would differ at these stations as a result.

As described in Section 2.7 of the Draft Supplemental EIR/EIS, the travel demand and ridership forecasts discussed in the Fresno to Bakersfield Section Final EIR/EIS were applied to the F-B LGA to provide a comparison of effects between the F-B LGA and May 2014 Project. The ridership forecasting model used to generate trip generation forecasts for the Draft Supplemental EIR/EIS is described in Chapter 2, Section 2.5 of the Fresno to Bakersfield Section Final EIR/EIS and was prepared by Cambridge Systematics. The model has three basic components: trip frequency/group size; destination; and choice of mode. The transportation analysis prepared for the Truxtun Avenue and F Street stations (Authority and FRA 2017) includes analysis of station access based on the ridership forecasts and take into account access via different modes including, buses, bicycle, and pedestrians.

The Authority has developed a thorough review process for the ridership model and ridership forecasts to ensure an unbiased assessment of the model methodology and data variables. The center piece of this independent review is the continuing oversight by a panel of international ridership modeling experts of the development of the model, the preparation of scenarios and the validation of the results. The panelists include:

- Frank S. Koppelman, PhD, Professor Emeritus of Civil Engineering, Northwestern University (chair)
- Kay W. Axhausen, Dr. Ing., Professor, Institute for Transport Planning and Systems, ETH Zurich (Swiss Federal Institute of Technology Zurich)
- Eric Miller, PhD, Professor, Department of Civil Engineering and Director, Cities Centre, University of Toronto
- David Ory, PhD, Principal Planner/Analyst, Metropolitan Transportation Commission

I006-38

In 2011, the panel conducted an extensive review of the reports and documentation about the ridership model prepared by Cambridge Systematics during model development (2005-2007) and additional documentation about the model Cambridge provided in response to panel questions. This thorough review process resulted in confirmation that the model was adequately suited to the tasks for which it has been used in environmental analysis. At the same time, the panel recommended continued improvements and refinements in the model to make it a better tool for business planning purposes, a process which has been undertaken. In addition, as reflected in the Draft 2018 California HSR Business Plan (Authority 2018), the Authority commissioned Project Finance Advisory, Ltd. in December 2016 to provide an independent review of the model methodology and 2016 California HSR Business Plan ridership and farebox revenue forecasts. The assessments determined that the model met industry best practices and confirmed that the outputs were reasonable. Documentation of all ridership model materials is available on the Authority's website.

The Bakersfield HSR station would be a regional facility similar to a commercial airport that would provide intercity travel options throughout California. Additionally, the Truxtun Avenue and F Street stations are located in relative close proximity (less than 2 miles apart). As such, the location of the station, and the corresponding adjacent residential and business densities, should not affect HSR ridership and the station trip generation would be unaffected by its location at either Truxtun Avenue or F Street.

I006-39

The train operator will determine how many stops the train will make in each of the station cities. The number of stops in each station city may vary based on revenues and the costs of operations and maintenance. The analyses in the Draft Supplemental EIR/EIS are based on the same assumptions and methodology that was implemented for the Fresno to Bakersfield Section Final EIR/EIS, which was conservative. Refer to Appendix 2-C of the Fresno to Bakersfield Section Final EIR/EIS for a discussion of the operations and service plan, including stops and pass-through trips and the HSR stations.

For example, the noise analysis assumed 225 trains per day would pass through without stopping to evaluate potential noise impacts along the entire alignment, including the alignment in the Bakersfield area because pass through trains generate higher noise

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I006-39

levels than noise generated from trains slowing to a stop and starting from the HSR station. The noise analysis does not analyze trains stopping even though trains would stop in Bakersfield during long-term operations of the project. This approach is very conservative and reflects worse-case scenario as some trains would stop in Bakersfield, and therefore, the resultant noise levels would be less than the modeled noise levels.

Additionally, as referenced in Section 3.13 of the Fresno to Bakersfield Section Final EIR/EIS, the parking demand is based on ridership forecasts and a conservative assumption of the number of stops (i.e., passengers boarding and alighting) at the Bakersfield Station. Parking facilities would be designed to accommodate a maximum impact demand to avoid overflow parking on nearby streets. The total parking capacity (surface parking lots and parking structures) for the F Street station site would accommodate parking for 5,200 vehicles. The balance of the supply needed to accommodate the full 2035 parking demand (8,100 total spaces) would be identified as a part of a comprehensive parking strategy developed in coordination with the City of Bakersfield.

I006-40

The commenter suggests a station in Old Town Kern “between Baker and Beale streets” rather than F Street.

In response to this request, a feasibility study (Authority 2018) was conducted to determine whether a station between Baker and Beale streets in Old Town Kern would be practicable.

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- Mainline alignments would need to be moved south to allow edge of the HSR platform to be 15 feet from UPRR right-of-way line. A distance of 15 feet is required as maintenance easement along aerial structures. Additionally, moving the alignment would impact all properties south of Sumner Street, as well as all properties south of the F-B LGA alignment between Chester Avenue and Miller Street.
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- Finally, the area between Baker Street and Beale Avenue and 19th Street and Kentucky Street minus the Union Pacific Railroad property is approximately 24 acres. The F Street Station site is 44 acres. Vehicular access to the site would be difficult and would require significant modification to City of Bakersfield arterial and collector roadways.

Environmental

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I006-40

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- The Baker-Beale site as proposed has a high sensitivity for historical archaeological deposits, and contains two known historic properties (former SPRR, now UPRR, Rail Depot and the Fire Station). Placement of a station footprint here would cause a direct adverse effect to both properties.
- Further, a station located at the Baker-Beale site would likely have a much longer footprint extending in both directions along the centerline. Therefore, it is very likely that other known historic properties would be adversely affected (specifically, Noriega's Traditional Cultural Property [TCP] and the Amestoy Hotel, and possibly the Kern Land Co Warehouse). The F-B LGA project made a considerable effort to avoid, minimize, and mitigate potential adverse effects of the HSR viaduct to the Noriega's TCP – an HSR station at this location would likely have more extensive adverse effects on this property and others in the area.
- Finally, a station at this location would require additional inventory and evaluation of built environment resources to the north and south, and possibly to the east and west as well, in areas that are outside the current APE. These areas are likely to reveal additional historic properties based on the age of this neighborhood and the presence of known historic properties.

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- The proposed station location at Saco Ranch between 7th Standard Road and Snow Road is located in the Northwest District of Bakersfield, outside of the downtown Central District and in direct conflict with the purpose of the HSR Project.
- Golden Empire Transit does not have lines that access this general location. A station at this location would also conflict with the HSR purpose statement of siting a station near mass transit, resulting in no transit connectivity to the downtown.
- The proposed station location would greatly increase the amount of agricultural lands

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I006-40

that would be permanently converted due to alignment requirements approaching the station.

- The proposed location could have paleontological impacts. The Saco Ranch site has a moderate sensitivity for buried prehistoric deposits.

The proposed location could result in impacts to the built environment. No historic properties are located in the APE in the vicinity of the Golden State Highway location as proposed (Beardsley Canal is not eligible). However, because station footprints are generally wider than other parts of the HSR footprint, additional inventory and evaluation would be required to identify other potential historic properties in the vicinity.

I006-41

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

I006-42

The traffic counts account for all currently (year 2016) implemented TRIP projects. The analysis ensured that counts were not being collected when construction activities would affect regular traffic flow. All future TRIP projects were accounted for in the year 2035 analysis. Traffic projections for the 2035 scenario were developed using the KernCOG Travel Demand Model, which included all TRIP projects. As discussed in Chapter 2, F-B LGA Description and Section 3.2, Transportation, of the Draft Supplemental EIR/EIS, it is expected that Amtrak San Joaquin rail service would likely adjust to function more in the role of a feeder service to the HSR system in the Bakersfield area, providing passengers with the opportunity to connect to cities not served by HSR. This is consistent with the 2008 San Joaquin Corridor Strategic Plan (Caltrans 2008), the 2013 California State Rail Plan (Caltrans 2013), and the California HSR Program Revised 2012 Business Plan (Authority 2012), as discussed in the Fresno to Bakersfield Section Final EIR/EIS. This assumption is also consistent with the 2016 California HSR Business Plan (Authority 2016) and the Draft 2018 California HSR Business Plan

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(Authority 2018), available for review on the Authority's website.

This would not preclude Amtrak or the City from providing transit service to/from the proposed F Street Station. It should be pointed out that a spur connection, which is a secondary rail line branching off from the main route, was not evaluated as it was determined infeasible and did not satisfy HSR program objective of providing a high-speed rail system and improve intercity travel.

I006-43

Refer to Standard Response FB-LGA-Response-AG-01: Updated Agricultural Lands Methodology.

The Draft Supplemental EIR/EIS discusses a subset of severed parcels called *noneconomic remnant parcels* or *remnant parcels*. These noneconomic remnant parcels were counted as part of the indirect impact area. It is possible that these parcels may have some use during construction (e.g., staging areas, material storage) if the Design Build contractor pays for the use of the property and completes an environmental review to confirm to the Satisfaction of the Authority and FRA that use of the remnant parcels for construction does not require the preparation of a supplemental EIR/EIS. Either during right-of-way acquisition or after construction, the Authority will attempt to consolidate remnants with adjacent or nearby parcels through its Farmland Consolidation Program - see Section 3.14.5, Avoidance and Minimization Measures. The Farmland Consolidation Program is an ongoing program implemented by the Authority's Right-of-Way staff to avoid and minimize conversion of Important Farmlands by parcel severance. The program is consistent with consolidation programs used for other linear transportation facilities (e.g., Caltrans projects). The agricultural land impacts analysis is conservative; however, because it does not presume consolidation of these parcels, but rather counts them in the assumed total acreage of converted Important Farmland. Noneconomic remnant parcels were identified following a remnant parcel analysis on a parcel-by-parcel basis to identify where severance of a parcel by the project footprint would create parcel(s) smaller than 20 acres in size. In Step One, a geographic information system (GIS) analyst identified all Important Farmland parcels severed by the HSR corridor that were originally larger than 20 acres, but that would be

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reduced to less than 20 acres. These remnant parcels of Important Farmland are then identified as noneconomic remnant parcel(s). In Step Two, analysts reviewed each noneconomic remnant parcel by considering the following four criteria:

- Access: Would the HSR project restrict or eliminate access to the parcel such that it would no longer be able to continue in agricultural use (e.g., proposed roadway closure/severance or permanent HSR fencing around tracks or electrical stations)?
- Size and Shape: Is the parcel adjacent to an adjoining parcel that is currently being farmed, and is it able to be readily consolidated with adjoining land? Would the HSR project create a parcel too oddly shaped to be viable for agriculture, even if combined with adjacent agricultural parcels?
- Location: Would the location of the parcel relative to other farmland indicate it may not be readily consolidated and would need to be converted to a nonagricultural use?
- Hardship: Does the severance cause an overall hardship in maintaining economic activity through impacts to agricultural infrastructure on what might otherwise appear to be an economically viable remnant parcel?

Examples of noneconomic remnant parcels determined to no longer support continued agricultural use are as follows:

- Remnant parcels too narrow to accommodate an adequate turning radius for agricultural equipment.
- Remnant parcels could not be consolidated with adjacent farmland (see Exhibit AG-03.1).
- Permanent HSR alignment and associated fencing eliminates access to remnant parcel.

Many severed parcels result in small or oddly shaped remnant parcels. Many of these parcels were not added to the acquisition area of the F-B LGA or May 2014 Project

I006-43

because analysts determined that some use would likely be possible. For example, small parcels could be consolidated with adjacent landowners and larger, oddly shaped parcels could still be farmed (although with some loss of efficiency). It is important to note that the intent of this analysis was to identify farmland that could be lost to agricultural production. Impacts associated with farm efficiency or property transactions (e.g., consolidation) are social and economic effects that do not mean that farmland would be lost.

It is also important to note that the analysis of parcel severance (including unusable remnant parcels) was conducted for the purpose of describing the nature and extent of the impact to satisfy CEQA and NEPA, focusing on the topics of farmland conversion and social/economic effects. Refer to Appendix 3.14-B, Remnant Parcel Analysis, in the Draft Supplemental EIR/EIS. This Remnant Parcel Analysis is not a sufficient basis for the real estate transactions that would occur during the right-of-way acquisition process.

I006-44

The commenter cites a statement from the Draft Supplemental EIR/EIS (page 3.1-5) which explains that the calculations of impact acreage for the F-B LGA include vacant parcels that may be required for construction staging and lay-down areas. These would not account for all staging areas required, but represent a conservative estimate of impacts. The commenter requests that the same analysis be conducted for the F-B LGA that was previously conducted for the May 2014 Project. Refer to page 3.1-5 of the Final EIR/EIS, which makes the exact statement cited by the commenter that is included in the Draft Supplemental EIR/EIS:

To provide the Design-Builder with sufficient potential staging areas, this EIR/EIS includes an evaluation of the environmental impacts of various vacant parcels that are located adjacent to or near parts of the project that would require construction staging and lay-down areas such as bridges, elevated structures, etc. Including the impacts from potential construction staging areas results in a conservative analysis because the limits of impacts for each site is identified by parcel boundaries not the actual amount of acres that maybe necessary for staging or storage of materials.

The impact analyses for both the F-B LGA and the May 2014 Project relied on the same methodology. Refer to Section 3.1 of the Draft Supplemental EIR/EIS.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-45

The commenter expresses concern that the F-B LGA does not present findings consistent with the approach used for the Fresno to Bakersfield Section Final EIR/EIS which obscures a side-by-side comparison based on the differing methodologies described in the two EIR/EIS documents. The commenter specifically indicates that the F-B LGA did not assess impacts using “no effect”, “adverse effect”, and “beneficial effect” and asks for the same level of detail that was provided in the Fresno to Bakersfield Section Final EIR/EIS.

As stated in Title 40 C.F.R., Section 1508.27, to analyze whether environmental impacts would significantly affect the quality of the human environment, an environmental document must consider both context and intensity. Because the FRA had issued a Record of Decision for the Fresno to Bakersfield Section and because the FRA's decision document did not consider discrete segments of the Preferred Alternative, but rather the alignment as a whole, the Draft Supplemental EIR/EIS considers the same approach. Potential impacts are described for the May 2014 Project and the F-B LGA in terms of context, intensity, and duration, but conclusions determining intensity of the overall impacts are not made. As such, the analysis for the F-B LGA and May 2014 Project included in the Draft Supplemental EIR/EIS do not use the terms “no effect”, “adverse effect”, and “beneficial effect” in describing impacts. The NEPA analysis presented in the Draft Supplemental EIR/EIS is consistent with requirements in 40 C.F.R. Section 1502.14 and allows decision makers and the public to make an informed choice on which alignment (either the May 2014 Project or F-B LGA) is the Preferred Alternative for the segment of the Fresno to Bakersfield Section between Poplar Avenue and Oswell Street.

I006-46

Both the Fresno to Bakersfield Section Final EIR/EIS (page 3.1-7) and Supplemental EIR/EIS (page 3.1-8) discuss the Legal Authority to Implement Offsite Mitigation. The F-B LGA is analyzed in a Supplemental EIR/EIS to the Fresno to Bakersfield Section Final EIR/EIS. Pursuant to CEQA/NEPA's allowed use for tiering of subsequent documentation (CEQA Guidelines 15152, 15168(c) and under NEPA 43 CFR 46.140) and because this issue is evaluated in sufficient detail in the Fresno to Bakersfield

I006-46

Section Final EIR/EIS and no significant new information nor change in circumstance has occurred, no additional response/revision is required.

I006-47

Comment Noted. As appropriate, the text and references recommended for inclusion by the commenter have been added to Section 3.2 of the Final Supplemental EIR and the F-B LGA Transportation Analysis Technical Report. Refer to Chapter 16 of this Final Supplemental EIR.

I006-48

The traffic analysis has been prepared as a Draft Supplemental EIR/EIS to the Fresno to Bakersfield Section Final EIR/EIS and only evaluates transportation impacts along the F-B LGA and the May 2014 Project study areas. The analysis methodology followed in the Draft Supplemental EIR/EIS is generally consistent with what was followed in the Final EIR/EIS; however, a more conservative approach was used for identifying study area intersections in the Draft Supplemental EIR/EIS. Traffic impact analyses typically include intersections where a project adds 50 or more peak hour trips. As mentioned in Section 3.2.2 of the Draft Supplemental EIR/EIS, City of Bakersfield staff identified intersections that would not have added 50 trips but that they felt warranted evaluation. This approach is more conservative than the analysis presented in the Fresno to Bakersfield Section Final EIR/EIS. As discussed in Section 3.1.3.3 of the Draft Supplemental EIR/EIS, a new traffic analysis for the May 2014 Project was conducted concurrent with the F-B LGA analysis to provide an apples-to-apples comparison. The commenter erroneously suggests that the Draft Supplemental EIR/EIS only considers traffic impacts to affected roadway segments and intersections in the vicinity of the F Street Station. Refer to Section 3.2.3.2 of the Draft Supplemental EIR/EIS for the F-B LGA traffic impact analysis for the City of Shafter, Kern County, City of Bakersfield, and the F Street Station.

I006-49

The analysis methodology followed in the Draft Supplemental EIR/EIS is generally consistent with what was followed in the Final EIR/EIS; however, a more conservative approach was used for identifying study area intersections in the Draft Supplemental

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-49

EIR/EIS. Traffic impact analyses typically include intersections where a project adds 50 or more peak hour trips. As mentioned in Section 3.2.2 of the Draft Supplemental EIR/EIS, City of Bakersfield staff identified intersections that would not have added 50 trips but that they felt warranted evaluation. This approach is more conservative than the analysis presented in the Final EIR/EIS; therefore, the Draft Supplemental EIR/EIS discloses more potential impacts due to the proposed project.

I006-50

Table 3.2-2 of the Draft Supplemental EIR/EIS is included as Table 6.1-2 of the Transportation Analysis Technical Report. As referenced in the summary text preceding Table 6.1-2 of the Transportation Analysis Technical Report, the station trip generation is unaffected by its location at either Truxtun Avenue or F Street.

In reference to Table 3.2-3, the Fresno to Bakersfield Section Final EIR/EIS did not provide a detailed traffic analysis of the Shafter area. A corresponding table for the May 2014 Project presenting Roadway Segment Existing Plus Project Level of Service in Shafter is not available. Refer to Section 6.2.1 of the Transportation Analysis Technical Report for further discussion of traffic impacts in the City of Shafter.

In reference to Table 3.2-4, the Fresno to Bakersfield Section Final EIR/EIS did not provide a detailed traffic analysis of the Kern County area. A corresponding table for the May 2014 Project presenting Roadway Segment Existing Plus Project Level of Service in Kern County is not available. Refer to Section 6.2.2 of the Transportation Analysis Technical Report for further discussion of traffic impacts in Kern County.

I006-51

The commenter requests that Section 3.2.2.3 and the subsequent sections of the Draft Supplemental EIR/EIS be reorganized. A new traffic analysis was prepared for the May 2014 Project and the F-B LGA. The information contained within Section 3.2 of the Draft Supplemental EIR/EIS presents the analysis conducted for the F-B LGA. The comparable analysis for the May 2014 Project is included in the Transportation Analysis Technical Report and is summarized in Technical Appendix 8-A of the Draft Supplemental EIR/EIS. No changes have been made to the Final Supplemental EIR in

I006-51

response to this comment.

I006-52

In regards to the HSR ridership modeling and the data/analysis used to develop ridership forecasts, mathematical models, which consist of a series of numerous mathematical equations, provide a tool for predicting how people will travel in the future as a function of variables such as population, employment, travel time and costs, fuel costs, and rail and airline schedules. The ridership forecasting model used to generate forecasts for the EIR/EIS is described in Chapter 2, Section 2.5 of the Fresno to Bakersfield Section Final EIR/EIS and was prepared by Cambridge Systematics. The model has three basic components: trip frequency/group size; destination; and choice of mode.

- Trip Frequency/group size: This component forecasts how individuals travel between regions, organized by purpose: Business, Commute, Recreation, and Other. The forecasts for the individuals are based on 99 combinations of household characteristics, including factors such as the number of people in the household, income, the number of autos owned, and the number of workers.
- Destination Choice: The destinations of trips are based on how accessible households are to places they might choose as destinations. This accessibility is based on the combined travel characteristics of all types of travel modes as well as the opportunities afforded (work, recreation, etc.) at the potential destinations.
- Mode choice: Mode choice focuses on if a traveler will choose to travel by car, air, conventional rail, or high-speed rail as the primary mode for the bulk of their journey. To estimate this, the model considers the travel times and costs associated with different parts of the trip. For air and rail, this includes getting to or from the station/airport, including getting to or from the station entrance to the seat on the train/plan. For auto travel, this is the time and cost of driving. The values of these times and costs are converted to "utilities." The relative values of the different components were estimated through a statistical analysis of surveys of travelers. Different kinds of travelers value the travel time and costs of the parts of the journey differently. For each potential trip, the model compares the utilities of the different modes, and then estimates the probability of

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-52

a traveler choosing one mode or another. If one mode has a significantly higher utility than the others do, then a higher proportion of all of the travelers are likely to choose that mode. If the utilities between the modes are closer, then proportions of travelers choosing each mode will be similar.

For the HSR project, the ridership model forecasts travel between 4,667 traffic analysis zones (TAZs) comprising the entire state of California. The TAZs can be aggregated into 14 major regions within the State using the following procedures:

- For travel within regions served by more than one HSR station (areas such as the SCAG, MTC, and SANDAG regions), the existing regional travel demand models were adapted to include HSR as a new mode.
- For travel served by one HSR station, the model forecasts the travel between regions. This model conservatively only includes travel by California residents. This means that travel by people from other states or countries that fly to an airport, spend some time in a city and then might want to use HSR to go to another city, are not included and would represent additional passengers for the system.

The Authority has developed a thorough review process for the ridership model and ridership forecasts to ensure an unbiased assessment of the model methodology and data variables. The center piece of this independent review is the continuing oversight by a panel of international ridership modeling experts of the development of the model, the preparation of scenarios and the validation of the results. The panelists include:

- Frank S. Koppelman, PhD, Professor Emeritus of Civil Engineering, Northwestern University (chair)
- Kay W. Axhausen, Dr. Ing., Professor, Institute for Transport Planning and Systems, ETH Zurich (Swiss Federal Institute of Technology Zurich)
- Eric Miller, PhD, Professor, Department of Civil Engineering and Director, Cities Centre, University of Toronto
- David Ory, PhD, Principal Planner/Analyst, Metropolitan Transportation Commission

In 2011, the panel conducted an extensive review of the reports and documentation

I006-52

about the ridership model prepared by Cambridge Systematics during model development (2005-2007) and additional documentation about the model Cambridge provided in response to panel questions. This thorough review process resulted in confirmation that the model was adequately suited to the tasks for which it has been used in environmental analysis. At the same time, the panel recommended continued improvements and refinements in the model to make it a better tool for business planning purposes, a process which has been undertaken. In addition, as reflected in the Draft 2018 California HSR Business Plan (Authority 2018), the Authority commissioned Project Finance Advisory, Ltd. in December 2016 to provide an independent review of the model methodology and 2016 California HSR Business Plan ridership and farebox revenue forecasts. The assessments determined that the model met industry best practices and confirmed that the outputs were reasonable. Documentation of all ridership model materials is available on the Authority's website.

The trip generation for the Bakersfield station was developed based on ridership forecasts for HSR developed for the station. The approved Fresno to Bakersfield Transportation Analysis Technical Report (FBTATR; 2014c) included trip distribution and assignment for the May 2014 Project station at Truxtun Avenue. The trip distribution for the May 2014 Project station was developed based on forecasts from the Kern COG MIP travel demand model for 2035. Since approval of the FBTATR, the travel demand model has been updated. Therefore, the newer version of the model was used to update trip distribution for the May 2014 Project station. Similarly, the forecast daily trips at the F Street station were distributed on the transportation network based on the results of updated travel demand model and access to and from the proposed station areas.

The Bakersfield HSR station would be a regional facility similar to a commercial airport that would provide intercity travel options throughout California. Additionally, both stations are located in relative close proximity (less than 2 miles apart). As such, the location of the station should not affect HSR ridership and the station trip generation would be unaffected by its location at either Truxtun Avenue or F Street. Since the forecast year of 2035 is still valid for analyzing both station alternatives, the same trip generation numbers apply to both Truxtun Avenue and F Street. Table 3.2-2 in the Draft Supplemental EIR/EIS summarizes the project trip generation for the Bakersfield Station area.

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I006-52

I006-53

SB 743 requires the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. Measurements of transportation impacts may include vehicle miles traveled (VMT), VMT per capita, automobile trip generation rates, or automobile trips generated. Once the CEQA Guidelines are amended, auto delay will no longer be considered a significant impact under CEQA. According to current direction from the California Natural Resources Agency, agencies will have until 2020 to comply with SB 743.

I006-54

The Centennial Corridor project is currently under final design with construction to begin in the near future. Therefore, the existing conditions analysis does not include this project. For the year 2035 analysis, the KernCOG Regional Travel Demand Model was used to develop forecast traffic volumes. The model is based on the KernCOG RTP and the City of Bakersfield General Plan and includes this project. Therefore, traffic analysis under year 2035 conditions does include this project.

I006-55

The text referenced by the commenter is a discussion regarding existing bike lanes near the vicinity of the May 2014 Project Station. As indicated by the commenter, a linear park with a bike path is located south of the Truxtun Avenue station from the BNSF right-of-way south to California Avenue. North of the Truxtun Avenue station site, the linear park is located north of 17th Street. Clarification has been added to Section 3.2 of the Final Supplemental EIR. Refer to Chapter 16 of this Final Supplemental EIR.

While the commenter is correct that there is available right-of-way to stripe bike lanes on roadways if desired, under existing conditions the bike lanes do not exist.

I006-56

Comment noted. The Section 3.2.3.2 text regarding funded and unfunded projects has

I006-56

been updated in this Final Supplemental EIR. Refer to Chapter 16 of this Final Supplemental EIR.

I006-57

Comment Noted. The analysis contained in Section 3.2 of the Draft Supplemental EIR/EIS accounts for these facilities; however, Figure 3.2-10 in the Draft Supplemental EIR/EIS was incorrect. A revised Figure 3.2-10 has been incorporated into this Final Supplemental EIR. Refer to Chapter 16 of this Final Supplemental EIR.

I006-58

Figure 3.2-11 illustrates existing study area roadway segments. The figure does not include any segments that are under construction or will be built in the future. Figure 3.2-10 has been updated accordingly and is included in this Final Supplemental EIR. Refer to Chapter 16 of this Final Supplemental EIR.

I006-59

The trip distribution for the proposed project was developed based on project select zone runs using the KernCOG RTP Model. The model includes all existing and future land uses in the region. The select zone run assigns project trips based on production and attraction factors of different land use types that are included in the model's socio-economic data (SED). The SED includes household and employment based on land use categories and accounts for single family, multi-family residential units, offices, retail, and industrial uses. Based on the select zone distribution, nominal project trips are expected to travel on the California Avenue Corridor west of SR 99. Therefore, no intersections or roadway segments were included in the analysis along this corridor west of SR 99. As such, the study area intersections and roadway segments were approved by the City of Bakersfield Public Works Department prior to conducting the traffic analysis. Additionally, the KernCOG RTP Model includes all projects that exist or are planned in the KernCOG region up to year 2035. No revisions have been made to the Final Supplemental EIR in response to this comment.

I006-60

The trip distribution for the proposed project was developed based on project select

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I006-60

zone runs using the KernCOG RTP Model. The model includes all existing and future land uses in the region. The select zone run assigns project trips based on production and attraction factors of different land use types that are included in the model's socio-economic data (SED). The SED includes household and employment based on land use categories and accounts for single family, multi-family residential units, offices, retail, and industrial uses. Based on the select zone distribution using the KernCOG RTP Model, the referenced intersections will have nominal project trips from either the F Street or Truxtun Avenue station. Therefore, they have not been included in the analysis. As such, the study area intersections and roadway segments were approved by the City of Bakersfield prior to the preparation of the traffic analysis. No revisions have been made to the Final Supplemental EIR in response to this comment.

I006-61

The Mohawk Street corridor between Hageman Road and SR 58 has been included in the analysis. Under existing conditions the Hageman Road flyover does not exist and has not been considered. Based on the KernCOG RTP, the flyover exists under year 2035 conditions and has been included in the analysis. No revisions have been made to the Final Supplemental EIR in response to this comment.

I006-62

The trip distribution for the proposed project was developed based on project select zone runs using the KernCOG RTP Model. The model includes all existing and future land uses in the region. The select zone run assigns project trips based on production and attraction factors of different land use types that are included in the model's socio-economic data (SED). The SED includes household and employment based on land use categories and accounts for single family, multi-family residential units, offices, retail, and industrial uses. Based on the select zone distribution using the KernCOG RTP Model, the referenced intersections will have nominal project trips from either the F Street or Truxtun Avenue station. Therefore, they have not been included in the analysis. As such, the study area intersections and roadway segments were approved by the City of Bakersfield prior to the preparation of the traffic analysis. Also, please note that the F Street/SR 204 interchange is part of the proposed project. Under no-build conditions the interchange has not been included in the analysis. No revisions have been made to the

I006-62

Final Supplemental EIR in response to this comment.

I006-63

The traffic analysis includes all intersections and roadway segments in the vicinity of these facilities that may be impacted by the proposed project. Impact S&S#8 in Section 3.11 of the Draft Supplemental EIR/EIS analyzes potential increases in emergency response times and identifies mitigation measures (Section 3.11.6.2 of the Draft Supplemental EIR/EIS) that would reduce delay at these locations to acceptable standards. No revisions have been made to the Final Supplemental EIR in response to this comment.

I006-64

The trip distribution for the proposed project was developed based on project select zone runs using the KernCOG RTP Model. The model includes all existing and future land uses in the region. The select zone run assigns project trips based on production and attraction factors of different land use types that are included in the model's socio-economic data (SED). The SED includes household and employment based on land use categories and accounts for single family, multi-family residential units, offices, retail, and industrial uses. Based on the select zone distribution using the KernCOG RTP Model, the referenced intersections will have nominal project trips from either the F Street or Truxtun Avenue station. Therefore, they have not been included in the analysis. As such, the study area intersections and roadway segments were approved by the City of Bakersfield prior to the preparation of the traffic analysis. No revisions have been made to the Final Supplemental EIR in response to this comment.

I006-65

The trip distribution for the proposed project was developed based on project select zone runs using the KernCOG RTP Model. The model includes all existing and future land uses in the region. The select zone run assigns project trips based on production and attraction factors of different land use types that are included in the model's socio-economic data (SED). The SED includes household and employment based on land use

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-65

categories and accounts for single family, multi-family residential units, offices, retail, and industrial uses. Based on the select zone distribution using the KernCOG RTP Model, the referenced intersections will have nominal project trips from either the F Street or Truxtun Avenue station. Therefore, they have not been included in the analysis. As such, the study area intersections and roadway segments were approved by the City of Bakersfield prior to the preparation of the traffic analysis. No revisions have been made to the Final Supplemental EIR in response to this comment.

I006-66

The trip distribution for the proposed project was developed based on project select zone runs using the KernCOG RTP Model. The model includes all existing and future land uses in the region. The select zone run assigns project trips based on production and attraction factors of different land use types that are included in the model's socio-economic data (SED). The SED includes household and employment based on land use categories and accounts for single family, multi-family residential units, offices, retail, and industrial uses. Based on the select zone distribution using the KernCOG RTP Model, the referenced intersections will have nominal project trips from either the F Street or Truxtun Avenue station. Therefore, they have not been included in the analysis. As such, the study area intersections and roadway segments were approved by the City of Bakersfield prior to the preparation of the traffic analysis. No revisions have been made to the Final Supplemental EIR in response to this comment.

I006-67

Comment Noted. The figures referenced by the commenter have been updated for legibility and are included in this Final Supplemental EIR. Refer to Chapter 16 of this Final Supplemental EIR.

I006-68

The methodology adopted in the Transportation Analysis Technical Report and the Draft Supplemental EIR/EIS for evaluating non-motorized facilities is consistent with the methodology included in the Fresno to Bakersfield Transportation Analysis Technical

I006-68

Report (2014) and the Fresno to Bakersfield Section Final EIR/EIS in order to provide an apples-to-apples comparison between the May 2014 Project and the F-B LGA. No revisions to the Final Supplemental EIR have been made in response to this comment.

I006-69

SB 743 requires the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. Measurements of transportation impacts may include vehicle miles traveled (VMT), VMT per capita, automobile trip generation rates, or automobile trips generated. Once the CEQA Guidelines are amended, auto delay will no longer be considered a significant impact under CEQA. According to current direction from the California Natural Resources Agency, agencies will have until 2020 to comply with SB 743. Accordingly, no comparative VMT impact analysis under 2035 conditions has been prepared. No revisions to the Final Supplemental EIR have been made in response to this comment.

I006-70

Per the commenter's suggestion, the text in Section 3.2.4.2 of the Draft Supplemental EIR/EIS has been revised to accurately reflect service routes from Meadows Field Airport to destination cities. Refer to Chapter 16 of this Final Supplemental EIR.

I006-71

The HSR is a regional facility similar to airports and is not intended for local travel. As such, the passengers using HSR will be replacing inter-city long distance vehicle trips that would have occurred without the project. Local last-mile connectivity is currently being evaluated by the City of Bakersfield as a separate project which is focusing on land use and local multi-modal transportation accessibility around the station site. This is being analyzed in detail in the "Making Downtown Bakersfield Station Area Vision Plan" which is available on the City's website. No revisions to the Final Supplemental EIR have been made in response to this comment.

I006-72

The HSR is a mode of transportation, not an attraction. The attractions mentioned by the commenter have their purpose that bring patrons (e.g., arena events, court dates, etc.).

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-72

The HSR is simply the mode (like passenger car, bus, bike or walk) to convey the passage to the destination. Trips to and from the referenced existing facilities already exist. Currently, some of these trips may be long-distance trips where people are traveling to these destinations from far away cities. The HSR is a regional facility similar to airports and is not intended for local travel. As such, the passengers using HSR will be replacing inter-city long distance vehicle trips that would have otherwise have occurred without the project. No revisions have been made to the Final Supplemental EIR in response to this comment.

I006-73

Per the commenter's suggestion, the text in Section 3.2.4.3 of the Draft Supplemental EIR/EIS has been revised to reference the new interchange at F Street and Golden State Avenue. Refer to Chapter 16 of this Final Supplemental EIR.

I006-74

Local last-mile connectivity, including connectivity between the Amtrak station and the proposed F Street HSR station is currently being evaluated by the City of Bakersfield as a separate project, which is focusing on land use and local multi-modal transportation accessibility around the station site. This connectivity was analyzed in detail in the "Making Downtown Bakersfield Station Area Vision Plan" which is available on the City's website. No revisions to the Final Supplemental EIR have been made in response to this comment.

I006-75

Per the commenter's request, clarification text has been incorporated into Section 3.2.4.3 of the Final Supplemental EIR. Refer to Chapter 16 of this Final Supplemental EIR.

I006-76

Detailed local and regional trip distribution are illustrated in Figures 6.1-14a through 6.1-14c for existing conditions and Figures 6.1-16a through 6.1-16c of the Transportation Analysis Technical Report. As shown in those figures, only 24 percent of project trips travel via SR 204 to SR 99. Impacts on the freeway segments have been included in the

I006-76

analysis. Per the commenter's suggestion, regional distribution percentage text has been added to Section 3.2.4.3 of the Final Supplemental EIR. Refer to Chapter 16 of this Final Supplemental EIR.

I006-77

Per the commenter's request, clarification text has been incorporated into Section 3.2.4.3 of the Final Supplemental EIR. Refer to Chapter 16 of this Final Supplemental EIR.

I006-78

The project itself will be providing multimodal facilities and access including transit, bicycle, and pedestrian access. Multimodal connection with the Amtrak station will be included in the City's long-range transportation improvement plan and is not part of this project. No revisions to the Final Supplemental EIR have been made in response to this comment.

I006-79

The traffic analysis includes all intersections and roadway segments in the vicinity of these facilities that may be impacted by the proposed project. Impact S&S#8 in Section 3.11 of the Draft Supplemental EIR/EIS analyzes potential increases in emergency response times and identifies mitigation measures (Section 3.11.6.2 of the Draft Supplemental EIR/EIS) that would reduce delay at these locations to acceptable standards. No revisions have been made to the Final Supplemental EIR in response to this comment.

I006-80

The error message included under Impact TR#11 has been corrected. Refer to Chapter 16 of this Final Supplemental EIR.

I006-81

Mitigation measures TR-MM#2 through 10 will mitigate roadway segment impacts to less than significant. The mitigation measures will provide additional capacity to the roadway segment thereby improving the delay to better than pre-project conditions.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-81

Therefore, no impact is anticipated to the hospital performance.

Additionally, the traffic analysis includes all intersections and roadway segments in the vicinity of these facilities that may be impacted by the proposed project. Impact S&S#8 in Section 3.11 of the Draft Supplemental EIR/EIS analyzes potential increases in emergency response times and identifies mitigation measures (Section 3.11.6.2 of the Draft Supplemental EIR/EIS) that would reduce delay at these locations. No revisions have been made to the Final Supplemental EIR in response to this comment.

I006-82

Additional parking areas will be identified in the future in the downtown Bakersfield area to accommodate both passengers and visitors to the station area, and to encourage land uses that would support other development types. Additional parking on site can also be added by adding additional floors to the parking structure on site. This is applicable for both station sites. No revisions have been made to the Final Supplemental EIR in response to this comment.

I006-83

Refer to Responses to Comments I006-52 and I006-59, for trip generation and distribution methodologies, respectively. The acquisition of parcels or portions of parcels including the GET Administrative and Fleet Yard will be conducted by the Authority during the parcel acquisition phase of the Project. During this period the Authority will negotiate with parcel owners regarding the acquisition price of the parcel or portions of the parcel based on fair market value. The Authority, per policy, does not include the acquisition price of parcels in mitigation measures of the environmental document, as negotiations for purchase prices have not been conducted between the landowner and the Authority. However, a cost estimate was prepared for purchase or lease of real estate for the F-B LGA, as reflected in the 2017 Cost Estimate Report, which is available from the Authority by request. Category 40.07 in Appendix E in the October 2017 Cost Estimate Report, page 25 of the PDF, shows that purchase or lease of real estate would cost an estimated \$193,171,364, which is included in the overall costs provided in the Draft Supplemental EIR/EIS. No revisions have been made to the Final Supplemental EIR in response to this comment.

I006-84

The ridership forecasting model used to generate forecasts for the EIR/EIS is described in Chapter 2, Section 2.5 of the Fresno to Bakersfield Section Final EIR/EIS and was prepared by Cambridge Systematics. Refer to Response to Comment I006-52 in Chapter 25 of this Final Supplemental EIR for a detailed description of how ridership forecasts were developed and the mode split for passengers were calculated. The methodology followed in the Transportation Analysis Technical Report and Draft Supplemental EIR/EIS is consistent with the approach included in the Fresno to Bakersfield Transportation Analysis Technical Report and Final EIR/EIS. The approximate breakdown of passengers accessing the F-B LGA station (Authority 2015) is as follows:

- Drop-offs/Pick-ups (Private Cars) 24%
- Parked Car (Private Cars) 27%
- Rental Car 8%
- Taxi 8%
- Transit (HSR Bus, Local/Regional Bus, Local/Regional/Intercity Rail) 18%
- Bike/Walk 15%

I006-85

The commenter recommends the incorporation of a mitigation measure identifying the development of a light-rail system between the F Street Station and various points throughout Bakersfield. The Draft Supplemental EIR/EIS did not identify an impact that would require the development of a light-rail system as mitigation. Additionally, the project itself will be providing multimodal facilities and access including transit, bicycle and pedestrian access in the vicinity of the station.

The City of Bakersfield Making Downtown Bakersfield Vision Plan (May 2018; Vision Plan) describes a phased effort to link the F Street Station and the Amtrak Station through the development of transit, bicycle, and pedestrian improvements to enable passengers to transfer from the HSR train to local commuter transit. These improvements include bus rapid transit (BRT) on Chester and California Avenues, a downtown shuttle, and mobility hubs at the Amtrak Station, HSR station, and the Golden

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-85

Empire Transit Center. While these services are central to connecting the HSR station and downtown, they provide the added benefit of offering a new alternative form of transportation for non-HSR riders throughout downtown. The Vision Plan also proposes public realm improvements along three corridors to form a pedestrian friendly loop around the downtown area, connecting residential, commercial, and parks, and open space areas and activating the F Street station area.

I006-86

While the proposed mitigation along F Street between 30th Street and 24th Street is to convert the center two-way left turn lane to a dedicated northbound through lane, access at 26th, 27th, 28th and 30th Street will not be restricted. Intersection lane requirements for F Street and 30th Street are included in the Transportation Analysis Technical Report. For the remainder of the three intersections, intersection access for all approaches will still exist. At each intersection the northbound left-turn lane will be converted to a northbound shared Left-through lane. The first southbound through lane will also need to be converted to a shared left-through lane. The existing north-south signal phasing needs to be converted to split phase and the signals coordinated accordingly. Also, it should be noted that this impact occurs under year 2035 conditions and therefore, is a cumulative impact without mitigation. With implementation of mitigation measures TR-MM #3 through 10, the incremental contribution to impacts associated with the F Street Station area would not be cumulatively considerable under CEQA.

I006-87

The commenter requests that a northbound CA-99 or southbound CA-99 connection to/from Westside Parkway (via Centennial Corridor) be provided so that drivers accessing F Street Station would not be forced onto local roads.

The year 2035 scenario traffic analysis includes all the major regional improvements incorporated into the KernCOG RTP Model. Mitigation measures have been recommended for all study intersections and roadway segments at which the project would result in a significant impact. Any other regional improvements should be part of

I006-87

the City's General Plan Circulation Element and needs to be implemented through the City's Capital Improvement Program.

I006-88

The commenter requests that Garces Circle be reconstructed so that SR 204/Golden State Avenue is below grade to improve pedestrian access to F Street Station from Chester Avenue. In the Draft Supplemental EIR/EIS and the Transportation Analysis Technical Report, Garces Circle is referred to as Intersection #48 Chester Avenue/30th Street-Golden State Avenue South Frontage. The project will be adding a new interchange at SR 204 and F Street. Additionally, modifications will be made to intersection #48/Garces Circle due to the addition of the proposed interchange. As shown in the traffic analysis, Intersection #48/Garces Circle does not need to be grade separated due to the project. Under existing conditions (Table 6.2-10 in the Transportation Analysis Technical Report) the LOS at this intersection improves from LOS C under both peak hours without the project to LOS A and B in the a.m. and p.m. peak hour with the project. Under year 2035 conditions (Table 6.4-10 in the Transportation Analysis Technical Report) the LOS at this intersection improves from LOS D and C without the project to LOS C and B in the a.m. and p.m. peak hours respectively with the project.

The commenter requests grade separations at SR 204 and M Street and SR 204 and Q Street to mitigate traffic impacts on local streets. Similar to the response regarding Intersection #48/Garces Circle, the intersections of Golden State Avenue at M Street and Golden State Avenue at Q Street also don't require to be grade separated due to impacts from the project. If the City desires to grade separate these intersections, it needs to be included in the City's Capital Improvement Program and General Plan Circulation Element.

I006-89

The text in Section 3.3.1.2 of the Final Supplemental EIR has been revised to include reference to SB 743. Refer to Chapter 16 of this Final Supplemental EIR.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-90

Page 3.3-39 of the Draft Supplemental EIR includes a summary of the total emission changes due to the HSR system operation including emissions associated with ridership, regional vehicle travel, and direct project operation emissions from HSR stations. Emission results indicate the project would result in a net regional decrease in emissions of criteria pollutants. These decreases would be beneficial to the SJVAB and help the basin meet its attainment goals.

As shown in Table 8-A-5 of the Draft Supplemental EIR/EIS, the May 2014 Project and the F-B LGA would result in similar construction and operational impacts and GHG impacts. Based on the analysis and the comparable findings documented in the Draft Supplemental EIR/EIS, a separate analysis of criteria pollutants associated with the F-B LGA and the May 2014 Project is not warranted.

I006-91

Page 3.3-39 of the Draft Supplemental EIR/EIS includes a summary of the total emission changes due to the HSR system operation including emissions associated with ridership, regional vehicle travel, and direct project operation emissions from HSR stations. Emission results indicate the project would result in a net regional decrease in emissions of criteria pollutants. These decreases would be beneficial to the SJVAB and help the basin meet its attainment goals.

As shown in Table 8-A-5 of the Draft Supplemental EIR/EIS, the May 2014 Project and the F-B LGA would result in similar construction and operational impacts and GHG impacts. Based on the analysis and the comparable findings documented in the Draft Supplemental EIR/EIS, a revised methodology associated with modal connectivity and the F-B LGA and the May 2014 Project is not warranted.

I006-92

The San Joaquin Community Hospital, Kern County Museum, Venables Family Day Care, Golden Living Center (in Shafter), Villa De Oro Apartment, Jewett Mobile Home Park, the Universal Church, and residences on Alder Street, Cedar Street, Pine Street, Beech Street, 30th Street, 32nd Street, 33rd Street, 34th Street, 35th Street, 36th Street,

I006-92

K Street, L Street, M Street, O Street, Jewett Avenue, and Hubbard Street that are located within the study area (2,500 feet from the centerline HSR alignment) were included in the Draft Supplemental EIR/EIS noise analysis. The noise analysis of the land uses mentioned above are discussed in Section 3.4.4.2 under Impact N&V #3 and shown in Tables 3.4-20 and 3.4-21 and Figures 3.4-4 and 3.4-5 (Section 3.4, Noise and Vibration). The Toddler Tech (3,190 feet), KCOC Stella Hills Headstart (2,700 feet), Memorial Hospital (2,800 feet), San Dimas Surgery Center (3,500 feet), Riverwalk Surgical Associates (3,600 feet), Millennium Surgery Center (3,990 feet), Stonemark (2,780 feet), Pacific Terrace Apartments (2,570 feet), Pacific Village (3,300 feet), Northridge Apartments (3,540 feet), and Royal Palms (3,560 feet) are not included in the noise analysis because they are located beyond the F-B LGA study area. The Healing Arts Surgery Center and Veterans Affairs Center were not included in the Draft Supplemental EIR/EIS noise analysis because the activities are not considered sensitive based on the FTA/FRA land use categories. The Mercies Day Program, Golden Living Center (in Bakersfield), Bakersfield Elks Lodge, and the church using the former Montgomery Wards building was not included in the Draft Supplemental EIR/EIS noise analysis because the County parcel information listed these land uses as commercial office or medical and did not correspond with the FTA/FRA land use categories. In general, adding these properties into the noise analysis would not be warranted because it would not change the results of the noise analysis.

Noise Barrier Nos. 5 and 6 were evaluated because severe noise impacts were identified for noise-sensitive receptors in the F-B LGA study area in the vicinity of the receptors mentioned above. Noise Barrier Nos. 5 and 6 were determined to be both feasible and reasonable. Noise Barrier Nos. 5 and 6 (14 feet in height) would benefit 3,200 and 5,334 sensitive receivers, respectively, as shown in Table 3.4-27 of the Draft Supplemental EIR/EIS.

I006-93

Refer to page 3.3-25 of the Supplemental EIR/EIS for a discussion of construction emissions associated with the F-B LGA. Construction emissions include criteria pollutant and GHG emissions from building demolition. In addition, impact avoidance and minimization measures AQ-AM #1, AQ-AM #2, AQ-AM #3, and AQ-AQ #4 are identified

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-93

in the Supplemental EIR/EIS to reduce adverse effects related to construction on air quality.

I006-94

Refer to page 3.3-34 of the Draft Supplemental EIR/EIS for a discussion of impacts related to asbestos and lead-based paint exposure during construction. As discussed on Page 3.3-34, the demolition of asbestos-containing materials is subject to the limitations of the National Emissions Standards for Hazardous Air Pollutants regulations and would require an asbestos inspection. It is unknown at this time whether any of the buildings that would be demolished contain asbestos, and the San Joaquin Valley Air Pollution Control District's Compliance District would be consulted before demolition of any structures. Impacts related to asbestos and lead-based paint is also addressed in Section 3.10, Hazardous Materials and Wastes of the Draft Supplemental EIR/EIS. In addition, a Spill Prevention, Containment, and Countermeasures Control (SPCC) Plan/Site-Specific Health and Safety Plan will be prepared, which will include Best Management Practices to minimize human exposure to asbestos-containing materials. The SPCC/Health and Safety Plans are also referenced in Section 3.10, Hazardous Materials and Wastes, and Section 3.11, Safety and Security of the Draft Supplemental EIR/EIS.

I006-95

The modeled CO concentrations are evaluated on page 3.3-38 of the Supplemental EIR/EIS and identified in Table 3.3-14. As discussed in the Supplemental EIR/EIS, the model results indicated that CO levels would remain well below the national ambient air quality standards and California ambient air quality standards, therefore, additional mitigation measures are not required.

I006-96

Mitigation Measures addressing air quality impacts are identified on pages 3.3-42 through 3.3-46 of the Supplemental EIR/EIS. Any industrial property that would be relocated would be evaluated separately under CEQA for potential impacts at that new location.

I006-97

The noise analysis assumed 225 trains per day would pass through without stopping to evaluate potential noise impacts along the entire alignment, including the alignment in the Bakersfield area because pass through trains generate higher noise levels than noise generated from trains slowing to a stop and starting from the HSR station. The noise analysis does not analyze trains stopping even though trains would stop in Bakersfield during long-term operations of the project. This approach is very conservative and reflects worse-case scenario as some trains would stop in Bakersfield, and therefore, the resultant noise levels would be less than the modeled noise levels.

I006-98

The San Joaquin Community Hospital, Weill Park, Kern County Museum, Sam Lynn Ballpark, and residences south of 34th Street and north of 21st Street are included in the Draft Supplemental EIR/EIS noise analysis. However, Memorial Hospital (2,800 feet) is not included in the Draft Supplemental EIR/EIS noise analysis because it is located beyond the study area (more than 2,500 feet from the centerline of the F-B LGA alignment). Land uses classified as Categories 1, 2, and 3 that are located within the F-B LGA study area (within 2,500 feet of the centerline) are included in the Draft Supplemental EIR/EIS noise analysis. Tables 3.4-20 and 3.4-21 and Figures 3.4-4 and 3.4-5 of the Draft Supplemental EIR/EIS present the noise impacts before implementation of required mitigation. Tables 3.4-26 (under N&V-MM#3) and 3.4-28 of the Draft Supplemental EIR/EIS presents the post-mitigation noise impacts for the same receptors presented in Tables 3.4-20 and 3.4-21. The commenter states that residences north of Hubbard Street and west of M Street are excluded from the analysis. This is incorrect, refer to Figure 3.4-5 of the Draft Supplemental EIR/EIS, which shows that the listed receptors were evaluated as part of the analysis. Figure 3.4-5 also shows that the residences south of 34th Street and north of 21st Street identified by the commenter are included in the analysis.

I006-99

The community of Gossamer Grove, as currently constructed and permitted, does not meet the criteria for providing noise barriers because it is located in an area that does not meet the minimum number of 10 severely impacted receivers and the minimum barrier length of 800 feet.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-100

Weill Park is included in the Draft Supplemental EIR/EIS vibration analysis. The vibration impact analysis is discussed in Section 3.4.4.2 under Impact N&V #5 (Section 3.4, Noise and Vibration) and shown in Table 3.4-25. As shown in Table 3.4-25, the F-B LGA would not result in a vibration impact to parks (including Weill Park). The Valley Oak Charter School is not included in the Draft Supplemental EIR/EIS vibration analysis because it is located outside of the 275-foot buffer from the centerline of the F-B LGA alignment. No further analysis is warranted.

I006-101

The commenter requests a description of the EMF/EMI methodology implemented for the Draft Supplemental EIR/EIS analysis. The EMF/EMI impact analysis methodology implemented for the May 2014 Project and F-B LGA is provided in Section 3.5.3 of the Fresno to Bakersfield Section Final EIR/EIS. As referenced in Section 3.5.2 of the Draft Supplemental EIR/EIS, the methodology for the F-B LGA is the same and consistent with the EMF/EMI methodology employed in the Fresno to Bakersfield Section Final EIR/EIS.

I006-102

The commenter suggests that the number of hospital and medical imaging facilities near the F-B LGA is not the same as the May 2014 Project. Section 3.5 of the Draft Supplemental EIR/EIS provides an analysis of effects to different land uses and sensitive receptors from EMF/EMI that is generated by the High-Speed Rail. The land uses and sensitive receptors that could be affected by operation of the F-B LGA due to EMF/EMI generation are identified throughout this section, including elaborations of instances in which they differ from the May 2014 Project. These differences are identified and analyzed in Section 3.5 of the Draft Supplemental EIR/EIS. The evaluation of impacts for the F-B LGA and May 2014 Project followed the same methodology presented in Section 3.5.3 of the Fresno to Bakersfield Section Final EIR/EIS.

The commenter requests that the analysis be redone. This is unnecessary because the same methodology used in Section 3.5.3.1 Electromagnetic Fields and Electromagnetic Interference Data Collection and Analysis in the Fresno to Bakersfield Section Final EIR/EIS, as cited and requested by the commenter, was applied to the Draft

I006-102

Supplemental EIR/EIS analysis.

The commenter asks that a comparison between the maximum speed of the May 2014 Project and the maximum speed of the F-B LGA be conducted, claiming that the maximum speed used in analysis for the May 2014 Project was 150 miles per hour. However, in the Fresno to Bakersfield Section Final EIR/EIS (Section 3.5.3.1, second bullet, page 3.5-7), EMF impacts were analyzed using modeling based on an HSR maximum speed of 220 miles per hour (worst-case scenario). May 2014 Project impacts, then, are based on a 220 miles per hour maximum speed. Consistent with the methodology used in the Final EIR/EIS, the F-B LGA was analyzed using a 220 miles per hour maximum speed in order to provide an apples-to-apples comparison between the F-B LGA and May 2014 Project.

I006-103

The commenter requests that analysis to develop discrete subsection impacts and conduct a comparative intensity analysis between the May 2014 Project and F-B LGA be included in the Final Draft Supplemental EIR/EIS.

As stated in Title 40 C.F.R., Section 1508.27, to analyze whether environmental impacts would significantly affect the quality of the human environment, an environmental document must consider both context and intensity. Because the FRA had issued a Record of Decision for the Fresno to Bakersfield Section and because the FRA's decision document did not consider discrete segments of the Preferred Alternative, but rather the alignment as a whole, the Draft Supplemental EIR/EIS considers the same approach. Potential impacts are described for the May 2014 Project and the F-B LGA in terms of context, intensity, and duration, but conclusions determining intensity of the overall impacts are not made. The NEPA analysis presented in the Draft Supplemental EIR/EIS is consistent with requirements in 40 C.F.R Section 1502.14 and allows decision makers and the public to make an informed choice on which alignment (either the May 2014 Project or F-B LGA) is the Preferred Alternative for the segment of the Fresno to Bakersfield Section between Poplar Avenue and Oswell Street.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-104

The commenter requests that all of the San Joaquin Community Hospital be considered for the analysis, including expansion plans, master planning, and real estate acquisitions (ongoing) that will in the future potentially expand the hospital's footprint. The Authority has found no evidence in expansion plan, master planning, or real estate acquisition documents that expansion of the hospital is imminent. An existing campus map (accessed here:

https://www.adventisthealth.org/sjch/PublishingImages/Patients%20and%20Visitors/AH_Bakersfield_Aerial_Map.jpg) shows the existing facility considered in the Draft Supplemental EIR/EIS analysis. The F-B LGA footprint is 758 feet from the nearest parcel owned by San Joaquin Community Hospital; however, the nearest parcel is occupied by a "Plant Ops Building", "Patient Financial Services Building", a "Human Resources" building, and surface parking lots.

Section 3.5 of the Draft Supplemental EIR/EIS identifies San Joaquin Community Hospital and Bakersfield Memorial Hospital as the two nearest hospitals and associated medical facilities to the F-B LGA Project with potentially sensitive imaging equipment. These hospitals and medical facilities are situated further than 500 feet from the F-B LGA footprint, and thus far enough away to preclude impacts associated with HSR EMI generation. The Draft Supplemental EIR/EIS also identifies "other noted medical facilities near the San Joaquin Community Hospital" as "physicians automated laboratory, Bakersfield Pathology, Bariatric Solutions, Kern Faculty Medical Group, and Kaiser Permanent Kern County Neurological" all of which are greater than 1,000 feet from the F-B LGA footprint, and thus, located at a sufficient distance to preclude EMI with any sensitive imaging equipment.

The closest facility associated with the San Joaquin Community Hospital that may have equipment sensitive to EMI/EMF would be the Quest Imaging building located at 2700 Chester Avenue, which is located approximately 957 feet from the F-B LGA footprint. As described in the Draft Supplemental EIR/EIS, any facility further than 500 feet from the F-B LGA footprint would preclude impacts associated with HSR EMI generation. As such no further analysis or revisions are needed for the document.

I006-105

The commenter refers to Figure 3.5-1 of the Draft Supplemental EIR/EIS. The commenter states that the San Joaquin Community Hospital property extends to the corner of 29th and K Street, and speculates that the hospital "may" own property adjacent to Garces Circle. An existing campus map (accessed here: https://www.adventisthealth.org/sjch/PublishingImages/Patients%20and%20Visitors/AH_Bakersfield_Aerial_Map.jpg) shows the existing facility considered in the Draft Supplemental EIR/EIS analysis. The F-B LGA centerline is 548 feet from the nearest parcel owned by San Joaquin Community Hospital; however, the nearest parcel is occupied by a "Plant Ops Building", "Patient Financial Services Building", a "Human Resources" building, and surface parking lots.

The commenter requests that the "entire" San Joaquin Community Hospital (now called Adventist Health Bakersfield) be included in the analysis, including planned and proposed expansion plans. The Authority has found no evidence in expansion plan, master planning, or real estate acquisition documents that expansion of the hospital is imminent. The closest San Joaquin Community Hospital/Adventist Health Bakersfield facility that may have equipment sensitive to EMI/EMFs is the Quest Imaging building located at 2700 Chester Avenue which is located approximately 820 feet from the F-B LGA centerline. As described in the Draft Supplemental EIR/EIS, all parts of this facility would still be located further than 500 feet from the F-B LGA centerline, thus precluding any impacts associated with HSR EMI generation.

The commenter requests that distances to other nearby medical and imaging facilities be added to Figure 3.5-1 of the Draft Supplemental EIR/EIS. The map shown in Figure 3.5-1 is intended to show the distance from the San Joaquin Community Hospital/Adventist Health Bakersfield's main building to the F-B LGA footprint. The figure is not intended to show all medical and imaging facilities. No revisions are necessary to respond to the commenter's requests.

I006-106

The commenter cites the mitigation summary for the F-B LGA, which states that no mitigation is necessary as all sensitive receptors are more than 1,000 feet away. The

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-106

commenter requests that these distances and subsequent impacts be rechecked regarding the San Joaquin Hospital/Adventist Health Bakersfield buildings on the east side of Chester Avenue including, but not limited to, a cancer treatment facility.

Refer to Section 3.5.2.3 of the Draft Supplemental EIR/EIS, which states the impact threshold for EMF is within 200 feet of the HSR centerline, while the impact threshold for EMI is within 500 feet of the HSR centerline. Therefore the potential for impacts from EMF does not exist beyond 200 feet of the centerline, and the potential for impacts from EMI does not exist beyond 500 feet from the centerline. For clarity, the text has been revised to read: "For the F-B LGA, sensitive locations are greater than 500 feet from the proposed alignment. This distance precludes the potential from HSR-produced EMF/EMI, and thus requires no F-B LGA specific mitigation." Refer to Chapter 16 of this Final Supplemental EIR.

The F-B LGA centerline is 541 feet from the nearest parcel owned by San Joaquin Community Hospital/Adventist Health Bakersfield. (This parcel is currently occupied by a surface parking lot.) The closest San Joaquin Community Hospital/Adventist Health Bakersfield facility that may have equipment sensitive to EMI/EMF is the Quest Imaging building located at 2700 Chester Avenue, which is located approximately 827 feet from the F-B LGA centerline. As described in the Draft Supplemental EIR/EIS, the nearest facility or portions of this facility would still be located further than 500 feet from the F-B LGA centerline, thus precluding impacts associated with HSR EMI generation. The Adventist Health AIS Cancer Center, located at 2620 Chester Avenue, is further still from the F-B LGA centerline. As is true of the other San Joaquin Hospital/Adventist Health Bakersfield facilities, the distance from the F-B LGA centerline to this facility precludes the potential impact from HSR-produced EMF/EMI.

I006-107

Information on the width/capacity of natural gas transmission pipelines is not included in the Draft Supplemental EIR/EIS because it does not affect the potential environmental impacts or associated mitigation measures. The type of information requested by the commenter was not included in Figure 3.6-5 of the Final EIR/EIS for the Fresno to Bakersfield Section; therefore, it is also not included in Figure 3.6-2 in the Draft

I006-107

Supplemental EIR/EIS.

As described in the Draft Supplemental EIR/EIS, under Impact PU&E#1, Temporary Interruption of Utility Service (page 3.6-19), implementation of both the F-B LGA and the May 2014 Project alternatives will adhere to the National Electrical Safety Code, a United States standard for the safe installation, operation, and maintenance of electric power and communication utility systems (including power substations, power and communication overhead lines, and power and communication underground lines). Impact PU&E#10, Potential Conflicts with Natural Gas Lines (page 3.6-30), describes how under the F-B LGA, as with the May 2014 Project, the Authority would work with utility owners to place affected lines underground in a protective casing so that future maintenance of the line could be accomplished outside of the F-B LGA right-of-way. The F-B LGA would also protect or relocate natural gas pipelines that traverse the proposed alignment. Protecting in place or relocating the high-pressure natural gas pipeline resolves the conflict regardless of the size or capacity of the natural gas pipeline.

No revisions to the Final Supplemental EIR have been incorporated based on this comment.

I006-108

Information on the width/capacity of natural gas transmission pipelines is not included in the Draft Supplemental EIR/EIS because it does not affect the potential environmental impacts or associated mitigation measures. The type of information requested by the commenter was not included in Figure 3.6-5 of the Final EIR/EIS for the Fresno to Bakersfield Section. As a result, it was also not included in Figure 3.6-2 in the Draft Supplemental EIR/EIS.

As described in the Draft Supplemental EIR/EIS, under Impact PU&E#1, *Temporary Interruption of Utility Service* (page 3.6-19), implementation of both the F-B LGA and the May 2014 Project alternatives will adhere to the National Electrical Safety Code, a United States standard for the safe installation, operation, and maintenance of electric power and communication utility systems (including power substations, power and communication overhead lines, and power and communication underground lines).

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-108

Impact PU&E#10, *Potential Conflicts with Natural Gas Lines* (page 3.6-30), describes how under the F-B LGA, as with the May 2014 Project, the Authority would work with utility owners to place affected lines underground in a protective casing so that future maintenance of the line could be accomplished outside of the F-B LGA right-of-way. The F-B LGA would also protect or relocate natural gas pipelines that traverse the proposed alignment. Protecting in place or relocating the high-pressure natural gas pipeline resolves the conflict regardless of the size or capacity of the natural gas pipeline.

In addition, refer to the Authority's Safety and Security Management Plan (SSMP) and the Hazard Risk Acceptance Program, both available as part of the Administrative Record for the Draft Supplemental EIR/EIS and the Final Supplemental EIR, for procedures that would be implemented if an incident occurs during construction activities. Prior to commencement of operation, the Authority will implement a Passenger Train Emergency Preparedness Plan and a Emergency Management Plan, which will provide for procedures in case of an incident during operation of the HSR.

No revisions to the Final Supplemental EIR have been incorporated based on this comment.

I006-109

The KGET-17 and CBS-29 broadcast facility sites are not located in the project study area. The KGET-17 site is located approximately 13 miles from the F-B LGA alignment centerline and the CBS-29 site is located approximately 21 miles from the F-B LGA alignment centerline. Therefore, these broadcast facility sites have not be incorporated into the analysis in the Draft Supplemental EIR/EIS, and Figure 3.6-4 has not been revised to include these broadcasting facilities.

No revisions to the Final Supplemental EIR have been incorporated based on this comment.

I006-110

As described in Section 3.6 of the Draft Supplemental EIR/EIS, any natural gas pipelines (or other utilities) that would be interrupted by the project alignment would either be protected in place or relocated to facilitate project implementation and avoid utility service disruption. The location of the GET facility has not been determined at this time and would be coordinated with that transportation provider prior to construction of the F Street Station.

As shown in Table 6-1 in Section 6.1 of the Draft Supplemental EIR/EIS, line item 40, Sitework, Right-of-Way, Land, Existing Improvements, which includes utility relocation, capital costs of the high-speed rail alternatives would be lower for the F-B LGA than the May 2014 Project, at \$716.4 million and \$766.8 million, respectively.

No revisions to the Final Supplemental EIR have been incorporated based on this comment.

I006-111

The commenter requests that analysis to develop discrete subsection impacts and conduct a comparative intensity analysis between the May 2014 Project and F-B LGA be included in the Draft Supplemental EIR/EIS.

As stated in Title 40 C.F.R., Section 1508.27, to analyze whether environmental impacts would significantly affect the quality of the human environment, an environmental document must consider both context and intensity. Because the FRA had issued a Record of Decision for the Fresno to Bakersfield Section and because the FRA's decision document did not consider discrete segments of the Preferred Alternative, but rather the alignment as a whole, the Draft Supplemental EIR/EIS considers the same approach. Potential impacts are described for the May 2014 Project and the F-B LGA in terms of context, intensity, and duration, but conclusions determining intensity of the overall impacts are not made. The NEPA analysis presented in the Draft Supplemental EIR/EIS is consistent with requirements in 40 C.F.R Section 1502.14 and allows decision makers and the public to make an informed choice on which alignment (either the May 2014 Project or F-B LGA) is the Preferred Alternative for the segment of the Fresno to Bakersfield Section between Poplar Avenue and Oswell Street.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-111

I006-112

The heading and subheading structure of the Draft Supplemental EIR/EIS generally follows the organizational structure of the Fresno to Bakersfield Section Final EIR/EIS for ease of comparison. Section 3.7.4.1, as indicated by the commenter, provides a summary of the analysis for the May 2014 Project. Section 3.7.4.2, as suggested by the heading title, provides the impact analysis for the F-B LGA. No revisions to the Final Supplemental EIR have been made in response to this comment.

I006-113

The commenter has questioned the effects of the F Street Station (noise, air quality emissions, and trash) on the Kern River habitat.

An elevated structure is proposed over the Kern River, which would minimize disturbance to natural habitats associated with the Kern River wildlife movement corridor. Additionally, the proposed F Street Station would be offset approximately 900 feet from the main Kern River corridor and approximately 250 feet from the river floodplain.

The construction period impacts to wildlife movement associated with the F-B LGA are temporary and would only result in a partial barrier to wildlife movement. During project construction, mitigation measures would be implemented as described in Section 3.7.5.2 of the Draft Supplemental EIR/EIS to reduce potential construction period impacts to wildlife movement. These measures state that wildlife movement linkages, such as the Kern River corridor, would be kept free of all equipment, storage materials, construction materials, and any significant potential impediments, and that ground-disturbing activities would be minimized within the wildlife corridor during nighttime hours to the extent practicable.

Table 3.3-13 in the Draft Supplemental EIR/EIS includes a summary of the total regional criteria pollutant emission changes due to the HSR system operation including emissions associated with ridership, regional vehicle travel, and direct project operation emissions from HSR stations. Emission results indicate the project would result in a net

I006-113

regional decrease in emissions of criteria pollutants. As such, wildlife that utilize the Kern River corridor would not be adversely affected due to air quality resulting from HSR implementation, inclusive of F Street Station operation.

Research on noise effects on wildlife is limited, but suggests that noise levels above 100 decibels (dBA) Sound Exposure Level (SEL) (the total A-weighted sound experienced by a receiver during a noise event, normalized to a 1-second interval) may cause animals to alter behavior. Accordingly, the FRA High Speed Ground Transportation Noise and Vibration Impact Assessment Manual (2005) and the updated 2012 Manual consider an SEL of 100 dBA the most appropriate threshold for disturbance effects on wildlife and livestock of all types. The level is based on a summary of the research and studies referenced in the FRA Guidance Manual in Appendix A of the Fresno to Bakersfield Noise and Vibration Technical Report (Authority and FRA 2012). Given a reference SEL of 102 dBA at 50 feet for a 220-mph HST on ballast and tie track, an animal would need to be within 100 feet of an at-grade guideway to experience an SEL of 100 dBA. At locations adjoining an elevated guideway, which would be relevant to the F-B LGA and F Street Station in the vicinity of the Kern River corridor, an SEL of 100 dBA would not occur beyond the edge of the elevated structure. Refer to Section 3.4.2.3, Impact Assessment Guidance, and Section 3.4.4.2, Fresno to Bakersfield Locally Generated Alternative, of the Draft Supplemental EIR/EIS under the heading Noise Effects on Wildlife and Domestic Animals for further information regarding noise effects on wildlife and livestock.

The potential effect of misplaced trash on the Kern River habitat will be addressed throughout the operations and maintenance phase of the Project through routine maintenance activities including trash retrieval within the alignment easement.

I006-114

The commenter suggests adding grade separations at SR 204 and M Street, SR 204 and Q Street, and SR 204 and Union Avenue to minimize air quality impacts. (Presumably the commenter is suggesting grade separations between SR 204 and M Street, Q Street, and Union Avenue.) The intersections referenced by the commenter are not impacted by the HSR alignment; therefore, grade separations have not been included in the design.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-114

The Draft Supplemental EIR/EIS identifies impact avoidance and minimization measures and mitigation measures for construction-related air quality (Section 3.3.7 and 3.3.8) and hydrology (Section 3.8.5) impacts. The impact avoidance and minimization measures identified in the Draft Supplemental EIR/EIS would address HSR construction-related impacts but are not intended to address existing, pre-HSR conditions.

I006-115

The commenter suggests that the Biological Resources Section of the Draft Supplemental EIR/EIS needs to be redone using an intensity analysis directly comparing the May 2014 Project and F-B LGA.

As stated in Title 40 C.F.R., Section 1508.27, to analyze whether environmental impacts would significantly affect the quality of the human environment, an environmental document must consider both context and intensity. Because the FRA had issued a Record of Decision for the Fresno to Bakersfield Section and because the FRA's decision document did not consider discrete segments of the Preferred Alternative, but rather the alignment as a whole, the Draft Supplemental EIR/EIS considers the same approach. Potential impacts are described for the May 2014 Project and the F-B LGA in terms of context, intensity, and duration, but conclusions determining intensity of the overall impacts are not made. The NEPA analysis presented in the Draft Supplemental EIR/EIS is consistent with requirements in 40 C.F.R. Section 1502.14 and allows decision makers and the public to make an informed choice on which alignment (either the May 2014 Project or F-B LGA) is the Preferred Alternative for the segment of the Fresno to Bakersfield Section between Poplar Avenue and Oswell Street.

I006-116

Section 3.8 of the Fresno to Bakersfield Section Final EIR/EIS was reviewed and hydrology and water quality information relevant to the discrete subsection of the May 2014 Project is summarized in this section of the Draft Supplemental EIR/EIS. No changes were made to the Final Supplemental EIR as a result of this comment.

I006-117

Construction of the entire Fresno to Bakersfield Project Section began in 2015 (from Clinton Avenue to Ashlan Avenue in central Fresno). The text in Section 3.8 of the Final Supplemental EIR was updated to provide clarification to the reader. Refer to Chapter 16 of this Final Supplemental EIR.

I006-118

The commenter requests information contained within the Draft Supplemental EIR/EIS be added to the Executive Summary. A comparison of the hydrology and water quality impacts is included in Appendix 8-A. Table 8-A-28 in Appendix 8-A compares the amount of impervious surface area generated by the F-B LGA and May 2014 Project. Section 3.8.4.2 discusses impacts associated with the F-B LGA. Information associated with the impervious surface impacts associated with the May 2014 Project and the F-B LGA has been added to Section S.6.7 of the Summary for the Final Supplemental EIR as requested by the commenter. It should be noted that the net acres of impervious surface for the F-B LGA cited by the commenter is inaccurate. The F-B LGA would generate 82 acres of net impervious surface, not 147 acres as referenced by the commenter.

I006-119

The commenter requests information contained within the Draft Supplemental EIR/EIS be added to the Executive Summary. A comparison of the hydrology and water quality impacts is included in Appendix 8-A. Table 8-A-28 in Appendix 8-A compares the amount of disturbed soil area generated by the F-B LGA and May 2014 Project. Section 3.8.4.2 discusses impacts associated with the F-B LGA. Information associated with disturbed soil area impacts associated with the May 2014 Project and the F-B LGA has been added to Section S.6.7 of the Summary for the Final Supplemental EIR as requested by the commenter. It should be noted that the net disturbance area for the F-B LGA cited by the commenter is inaccurate. The F-B LGA would result in 780 net acres of disturbance, not 921 acres as referenced by the commenter.

I006-120

The engineering and design of high-speed rail projects in seismically active regions considers the seismic characteristics of the project area. The F-B LGA would not induce

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-120

a seismic event. Should a seismic event occur during operation of the project, damage would be minimized as much as possible through the proper engineering and design practices. As stated in the Draft Supplemental EIR/EIS (page 3.9-30), “available information for other HSR systems in seismically active areas, such as Japan and Taiwan, suggests that the California HSR would be able to satisfy life-safety requirements in the design to mitigate hazards posed by earthquakes.”

Page 3.9-30 of the Draft Supplemental EIR/EIS states further that “detailed seismic response evaluations would be conducted, and measures such as enhanced structural detailing, more system redundancy, or special ground motion isolation systems would be implemented, as appropriate, to reduce the potential for failures from inertial forces resulting from the ground motions. In addition, a network of instruments would be installed to provide ground motion data that would be used with the operational instruments and controls system to temporarily shut down train operations in the event of an earthquake.”

No revisions have been incorporated into the Final Supplemental EIR based upon this comment.

I006-121

Although the Gossamer Grove Specific Plan area would be traversed by the F-B LGA alignment in the northeast corner, no homes, businesses, or community facilities have been constructed in this area at this time. The area of the Gossamer Grove community currently being developed is 0.5-mile from the proposed alignment. Any educational facilities present at the time of project construction will be subject to the same mitigation measures identified in the Draft Supplemental EIR/EIS for educational facilities that were present at the time of preparation of the EIR.

Consistent with California Public Resources Code Section 21151.4, the study area for schools includes the project construction footprint plus 0.25 mile on all sides of the footprint; these are indicated in Table 3.10-2 of the Draft Supplemental EIR/EIS (pages 3.10-30 – 3.10-31). Potential impacts associated with educational facilities are addressed under Impact HMW #4, Temporary Hazardous Material and Waste Activities

I006-121

in the Proximity of Schools and Impact HMW #7, Hazardous Materials and Wastes in the Proximity of Schools. Mitigation Measure HMW-MM#1 would be implemented for all educational facilities within 0.25 mile of the project footprint, including but not limited to facilities within the Gossamer Grove community. Impacts would be less than significant with implementation of the required mitigation measure. No revisions to the Final Supplemental EIR are necessary based on this comment.

I006-122

An inventory of buildings that were constructed prior to 1971 (for potential lead presence) and prior to the 1980s (for potential asbestos presence) has not been compiled for the purposes of the Draft Supplemental EIR/EIS, because doing so would be inconsistent with the methodology used for the Fresno to Bakersfield Section Final EIR/EIS. Preparation of such an inventory would also not change the nature or determination of the environmental impact analysis. As described under Impact HMW #1, Temporary Transport, Use, Storage, and Disposal of Hazardous Materials and Wastes, of the Draft Supplemental EIR/EIS (pages 3.10-32 – 3.10-33), construction of the project would include implementation of a demolition plan for any location with positive results for asbestos or lead; this plan would specify how to appropriately contain, remove, and dispose of the asbestos- and/or lead-containing material while meeting all requirements to protect human health and the environment. Impacts would be less than significant.

No revisions to the Final Supplemental EIR are necessary based on this comment.

I006-123

As described in the Draft Supplemental EIR/EIS (page 3.10-34), contaminated sites requiring remediation during project construction will be identified as a part of the design and construction process. In order to ensure that the presence or potential for hazardous materials sites compiled pursuant to California Government Code Section 65962.5 (the Cortese list) would not create a significant hazard to the public or the environment, federal, state, and local regulations and policies require environmental site assessment procedures (due-diligence) for future development on or near a potentially

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I006-123

hazardous or contaminated site. Phase I, II, and III would be implemented as required. Potential impacts would be less than significant.

Chapter 6, Project Costs and Operations, of the Draft Supplemental EIR/EIS provides information related to costs associated with site remediation. As described there, the overall cost associated with implementation of the F-B LGA would be less than the May 2014 Project. Category 40, Sitework, Right-of-Way, Land, Existing Improvements, in Table 6-1, includes cost of demolition and hazardous materials removals, among other items. As shown in Table 6-1, the cost associated with Category 40, would be greater for the May 2014 Project (\$766.8 million) than for the F-B LGA (\$716.4 million).

No revisions to the Final Supplemental EIR are necessary based on this comment.

I006-124

Mercy Southwest Hospital is located at 400 Old River Road in Bakersfield, California approximately 5.25 miles from the centerline of the F-B LGA Alignment. Figure 3.11-3, Sheet 2 of 2 in Section 3.11, Safety and Security depicts a 2-mile buffer from the F-B LGA Centerline. Mercy Southwest Hospital is accurately depicted on Figure 3.11-3, Sheet 2 of 2, outside of the 2-mile buffer. The statement in the document has been revised to remove Mercy Southwest Hospital from the list as it is not located within 2 miles of the F-B LGA. Refer to Chapter 16 of this Final Supplemental EIR.

I006-125

The commenter's statement is correct, Meadows Field Airport has an international terminal. The text in the Section 3.11 of the Final Supplemental EIR has been modified consistent with the commenter's statement. Refer to Chapter 16 of this Final Supplemental EIR.

I006-126

The commenter states that the Draft Making Downtown Bakersfield Station Area Vision Plan (January 2018; Draft Vision Plan) proposes multiple 35-story high-rises within 10 feet of the F-B LGA tracks at Garces Circle. The Vision Plan, adopted by the City of

I006-126

Bakersfield in May 2018, does not propose any 35-story buildings. The commenter is likely referring to a conceptual rendering (Figure 50 on page 81 of the Vision Plan) depicting high-rise buildings near the F-B LGA alignment and existing UPRR alignment. This rendering shows conceptualized high-density development near the F-B LGA alignment and UPRR. The rendering is conceptual and does not accurately portray the exact location, size, and design of any planned future development in the area. Future or planned development would be required to undergo environmental clearance, at which time, it would be determined if such uses are compatible to HSR and UPRR operations. The Authority and FRA would work with the City of Bakersfield to ensure adjacent development is consistent with HSR safety and security standards. Safety and security standards would include, but would not be limited to, height limits on structures that are adjacent to or near the HSR alignment. Revisions to the Final Supplemental EIR are not needed based on this comment.

I006-127

The commenter requests a safety study that evaluates increased traffic at Garces Circle as a result of HSR. Refer to the F-B LGA Transportation Analysis Technical Report (TATR) for information about changes to traffic at Garces Circle. Though the proposed F-B LGA would add trips to Garces Circle, the traffic would also be rerouted from Garces Circle due to changes in the roadway network around the station area. The net result would actually be a reduction in total intersection traffic volume at Garces Circle. As shown in Table 6.4-10 of the F-B LGA TATR, both the intersection delay and level of service (LOS) for vehicles at Garces Circle would improve as a result of project implementation. The a.m. peak hour LOS improves from D to C with a 11.8-second reduction in delay and the p.m. peak hour LOS improves from C to B with a 8.1-second reduction in delay at Garces Circle with implementation of the F-B LGA.

Review of aerials of the existing configuration of Garces Circle indicates there are no pedestrian crosswalks at the streets that intersect Garces Circle nor are there any existing crosswalks that lead to the "open space" area at the center of Garces Circle. The existing Garces Circle includes sidewalks along the circumference of the traffic circle. The F-B LGA does not propose a new design for Garces Circle nor would the project reconfigure the streets connecting to Garces Circle (refer to Volume III Section E

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I006-127

Roadway and Roadway Structure Plans of the Draft Supplemental EIR/EIS). The Draft Vision Plan prepared by the City of Bakersfield includes a Garces Circle Development Node which could include pedestrian and bicycle access improvements. Prior to implementation, of the Garces Circle Development Node the project (a City of Bakersfield project) would undergo the environmental review process, which would include review of pedestrian safety in the area. Since the F-B LGA would result in a net decrease in vehicle trips at Garces Circle and would not modify Garces Circle, a pedestrian and vehicle safety study would not be necessary for environmental clearance of the F-B LGA. No changes to the Final Supplemental EIR are required as a result of this comment.

I006-128

Impact S&S #8 in Section 3.11.4.4 of the Draft Supplemental EIR/EIS identifies that the Authority would coordinate with emergency service responders (this includes ambulances, firefighters, law enforcement, etc.) to incorporate roadway modifications that maintain existing traffic patterns and fulfill response route needs, resulting in less-than-significant impacts on response times by service providers. Furthermore, Mitigation Measure S&S MM #1 would be applicable to the F-B LGA and would require response monitoring of fire, rescue, and emergency service providers to incidents at stations to ensure that response times are not increased due to F-B LGA implementation. As such, impacts associated with emergency responses (which includes ambulance response times to San Joaquin Community and Memorial Hospitals) are discussed, analyzed, and mitigated for in the Draft Supplemental EIR/EIS.

I006-129

The commenter indicates that the statement "...viaducts as tall as 65 feet above ground through Bakersfield" is incorrect per design plans provided in Volume III Section A of the Draft Supplemental EIR/EIS. Reference to the height of the viaduct through Bakersfield has been revised to reference the 75-foot maximum height of the viaduct. This revision does not affect the analysis contained within the Draft Supplemental EIR/EIS and would not result in any new significant impacts. Refer to Chapter 16 of this Final Supplemental EIR.

I006-130

The commenter requested an explanation of how the Meadows Field Airport's airspace will be impacted with a future Class C airspace upgrade and a planned north-south runway. According to Table 4-23, Airport Features Meadows Field, in the County of Kern Airport Land Use Compatibility Plan (2012), planned improvements include a 4,000-foot extension of Runway 12R-30L. This extension includes a new parallel taxiway, entry and exit taxiways, and two additional taxiways connecting the extension to the northwest end of Runway 12L-30R and the rest of the airfield. According to the Meadows Field Airport website (<http://www.meadowsfield.com/runway/>), the Meadows Field Airport Runway Rehabilitation Project is currently under way and includes three phases: Phase 1 includes removing 12 taxiways and condensing them to seven or eight taxiways; Phase 2 includes securing 3,000 feet of runway and replacing all lighting on the runway; and, Phase 3 includes crowning the runway. Review of reference material does not indicate development of a planned north-south runway for the Meadows Field Airport. The extension that is documented as a planned upgrade, as well as the current Rehabilitation Project, would be confined to Zone Class B and would not require the expansion of the Zone Class C. As such, revisions to the Final Supplemental EIR have not been made based on this comment.

I006-131

Section 3.5 Electromagnetic Fields and Electromagnetic Interference of the Draft Supplemental EIR/EIS discusses electromagnetic effects to different land uses around the F-B LGA alignment. Effects on the Meadows Field Airport are discussed in Section 3.5.3.3, where the document states that the distance between the F-B LGA alignment and the Meadows Field Airport is 3,500 feet and would not result in interference. Revisions to the Final Supplemental EIR have not been made based on this comment.

I006-132

The commenter refers to Mitigation Measures S&S MM#2 and #3, and requests a cost estimate for the purchase of property below the F-B LGA viaduct, and asks for confirmation that these costs are included in the cost estimates prepared for the F-B LGA. The acquisition of parcels or portions of parcels will be conducted by the Authority during the parcel acquisition phase of the project. During this period the Authority will negotiate with parcel owners regarding the acquisition price of the parcel or portions of

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I006-132

the parcel based on fair market value. The Authority, per policy, does not include the acquisition price of parcels in mitigation measures of the environmental document, as negotiations for purchase prices have not been conducted between the landowner and the Authority. However, a cost estimate was prepared for purchase or lease of real estate for the F-B LGA, as reflected in the 2017 Cost Estimate Report, which is available from the Authority by request. Category 40.07 in Appendix E, page 25 of the PDF, shows that purchase or lease of real estate would cost an estimated \$193,171,364, which is included in the overall costs provided in the Draft Supplemental EIR/EIS.

I006-133

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

The analysis of agricultural lands evaluates impacts that would occur in the area made up of the HSR project footprint under each alternative, including the footprints for the HSR station and maintenance of infrastructure facility, as stated in Section C.1.1, Direct Impacts, of Appendix C, Agricultural Impact Analysis, of the Draft Supplemental Community Impact Assessment Technical Report for the F-B LGA.

I006-134

Consistent with the methodology used for the analysis of the Fresno to Bakersfield Section Final EIR/EIS, the analysis in the Supplemental EIR/EIS estimates the number of businesses and employees that would be displaced by the May 2014 Project and F-B LGA based on existing businesses that are currently located along each of the alignments. The analysis goes on to evaluate whether there are enough available properties for these businesses to relocate. The analysis does not, however, estimate the number of businesses that would choose to close as a result of the displacement because this information is not readily available. These decisions would be made by individual businesses responding to the new conditions, and anticipating their response would be speculative. Such speculation on potential future impacts is not required by CEQA or NEPA.

State CEQA Guidelines § 15384 (substantial evidence does not include argument, speculation, unsubstantiated opinion or narrative) and upheld in *Anderson First Coalition v. City of Anderson* (2005) 130 Cal.App.4th 1173, 1178 (CEQA does not require

I006-134

speculation).

I006-135

The Draft Supplemental EIR/EIS evaluates the F-B LGA independently in the main document (Volume I), and then evaluates how potential impacts differ from those of the May 2014 Project in Appendix 8-A, Analysis of the Comparable Section (May 2014 Project). For a comparison of the F-B LGA to the May 2014 Project in terms of property and sales tax effects, refer to the discussion in Appendix 8-A on pages 8-A-95 through 8-A-97. The comparative impacts for short-term property and sales tax losses are also summarized in Table 8-A-45, Comparison of Annual Property Tax Losses by Jurisdiction under the F-B LGA, relative to the May 2014 Project (in 2015 dollars); and Table 8-A-46, Comparison of Annual Sales Tax Losses by Jurisdiction under the F-B LGA, relative to the May 2014 Project (in 2015 dollars). A summary of both short-term property and sales tax losses and long-term sales tax gains are included in Table 8-A-48, Socioeconomics and Communities Impact Comparison, for the May 2014 Project and F-B LGA.

No revisions to the Final Supplemental EIR have been made in response to this comment.

I006-136

Figure 3.12-2 has been revised to include only the alignments for the F-B LGA and May 2014 Project, as requested by the commenter. Refer to Chapter 16 of this Final Supplemental EIR.

I006-137

The F-B LGA would not introduce a new division through any communities along Sumner Street for four reasons. First, the alignment does not cross through any residential communities in this area. The affected properties along Sumner Street generally support industrial uses as opposed to residential or other neighborhood-serving uses. Second, the alignment traverses along the railroad tracks on the eastern

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I006-137

edge of this predominantly industrial neighborhood, and do not cross through the neighborhood. Third, the railroad tracks already divide the industrial areas located on either side of the tracks. Fourth, because the viaduct is elevated, it allows free passage underneath at all times and does not prevent passage while in use by the HSR train.

No revisions to the Final Supplemental EIR have been made in response to this comment.

I006-138

Census block data does not precisely follow the study area, which is the area within 0.5 mile of the alignment and footprint of the station location, so population characteristics are not readily available at this level. Therefore, existing population characteristics were presented for the communities through which the study area passes. For analyses that required close examination of specific population characteristics (e.g., the analysis of minority and low-income communities in Chapter 5, Environmental Justice), the study area was adjusted to include all Census blocks that fully or partially overlie the area within 0.5-mile of the alignment and footprint of the station location, and the analysis was performed at the Census block and Census block group level. This level of detail was not necessary for the Socioeconomics and Communities analysis, which evaluates impacts to communities.

No revisions to the Final Supplemental EIR have been made in response to this comment.

I006-139

As explained in the response to Comment I006-137, the F-B LGA would not introduce a new division through any communities along Sumner Street. Additionally, the F-B LGA travels along existing rail corridors along portions of the alignment, including the section that traverses Bakersfield. This is accurately described in the Draft Supplemental EIR/EIS, and therefore the term, "travels along existing rail corridors," has not been removed.

I006-140

The 20.1 percent increase in the region relates to the number of housing units. This data mirrors the data supplied for Kern County in the same sentence. The sentence can be interpreted as follows: "Between 2000 and 2013, the number of housing units in Kern County increased by 23.5 percent, slightly more than the region's 20.1 percent increase [in the number of housing units]." For clarification and in response to this comment this sentence has been updated in the Final Supplemental EIR. Refer to Chapter 16 of this Final Supplemental EIR.

I006-141

omment noted.

I006-142

This section of the document describes the existing setting in Bakersfield in general, and is not specific to the study area that was used for the analysis in the Environmental Consequences section. Therefore, no changes were made to the Final Supplemental EIR.

I006-143

This statement was used in support of the finding that the May 2014 Project would not result in physical deterioration of communities. The Summary section includes findings from the specific impacts that were evaluated and not necessarily the supporting discussion. Additionally, both the Truxtun Avenue Station and the F Street Station would encourage area growth including commuter and traveler oriented businesses and services in their respective locations, so it is not a differentiating feature of the Truxtun Avenue Station relative to the F Street Station, though the F Street Station would provide more opportunities for infill development and revitalization than the Truxtun Avenue station as described in Response to Comment I006-6 in Chapter 25 of this Final Supplemental EIR.

I006-144

The Kern County Museum and Sam Lynn Ballpark would not be directly affected by the F-B LGA because the project footprint would not traverse any portion of the properties

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I006-144

on which these facilities are located. Therefore, no change has been made to the Final Supplemental EIR in response to this comment.

I006-145

The F-B LGA would not introduce a new division through any existing communities in Bakersfield in the areas where the alignment runs between CA 204 and the UPRR tracks because the affected properties in this area generally support industrial uses as opposed to residential or other neighborhood-serving uses. As such, the alignment is not traversing through a residential community. Additionally, residential communities are located west of CA 204 and east of the UPRR tracks and are divided from each other by both of these existing transportation corridors and an industrial area.

I006-146

Unlike the at-grade highway and railroad tracks in the existing transportation corridor, the viaduct allows free passage underneath at all times, and therefore does not prevent passage while in use by the HSR train. Therefore, the viaduct would not introduce a new barrier. Additionally, as explained in the Response to Comment 1694, the alignment does not cross through any existing residential communities in this area and therefore the F-B LGA would not divide an existing community.

I006-147

The quoted statement relates to operation of the HSR project. Because the viaduct is elevated, it allows free passage underneath at all times and does not prevent passage while in use by the HSR train. Therefore, as accurately stated in the Draft Supplemental EIR/EIS, the F-B LGA would not block passage on any of the streets that cross the F-B LGA. CA 204 and 24th Street would not be closed due to operation of the project.

Revisions to the Final Supplemental EIR have not been made in response to this comment.

I006-148

Although the Gossamer Grove Specific Plan area would be traversed by the F-B LGA

I006-148

alignment in the northeast corner, no homes, businesses, or community facilities have been constructed in this area at this time. The area of the Gossamer Grove community currently being developed is 0.5 mile from the proposed alignment.

I006-149

The analysis of displaced residential units and residents does not include entitled and planned properties that have not yet been constructed. Therefore, the entitled and planned properties in the Gossamer Grove community are not included in the analysis.

I006-150

Consistent with the methodology used for the analysis of the Fresno to Bakersfield Section Final EIR/EIS, the analysis in the Draft Supplemental EIR/EIS estimates the number of businesses and employees that would be displaced by the F-B LGA and evaluates whether there are enough available properties for these businesses to relocate. The analysis does not, however, estimate the cost of relocations because this information is not readily available. Relocation costs would be based on decisions by individual businesses responding to the new conditions, and anticipating their response would be speculative. Such speculation on potential future impacts is not required by CEQA or NEPA.

I006-151

The City of Bakersfield Vision Plan EIR was certified in May 2018 after its release and public review from January 5, 2018 to February 1, 2018, and the Vision Plan was adopted. The Vision Plan is a reasonably foreseeable project that would be implemented by the City and should be considered in this analysis. Section 15355 of the CEQA Guidelines states, "Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

(a) The individual effects may be changes resulting from a single project or a number of separate projects.

(b) The cumulative impact from several projects is the change in the environment which

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I006-151

results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

No revisions to the Final Supplemental EIR have been made in response to this comment.

I006-152

Refer to FB-Response-AG-04: Severance – Farm Infrastructure in the Fresno to Bakersfield Section Final EIR/EIS.

Refer to Section 3.3 Air Quality and Global Climate Change and Section 3.3.2.2 of the Fresno to Bakersfield Section Final EIR/EIS and for a discussion on the Sustainable Communities and Climate Protection Act. The changes associated with the LGA do not affect the project's consistency with this law, which requires CARB to develop regional reduction targets for GHG emissions. The project's consistency with the California State Planning and Zoning Law were not analyzed in the Supplemental EIR/EIS because the changes associated with the project do not affect the requirements of this law, which delegates most local land use and development decisions to cities and counties. The code describes laws pertaining to land use regulations by local governments, including the general plan requirement, specific plans, subdivisions, and zoning. The information contained within the Fresno to Bakersfield Section Final EIR/EIS would remain applicable to the F-B LGA.

I006-153

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station.

I006-154

The Station Area Vision Plan does include the location of the Truxtun Avenue Station in the study area, but does not include analysis for the proposed station. As discussed on

I006-154

page 4 in the Vision Plan, two potential HSR station locations were analyzed in the study area. Because the LGA was identified as the "preliminary preferred alternative," the development of the Vision Plan, "focused on the F street location as the City's preferred location for the HSR station, while accounting for the Truxtun location as the site of the existing Amtrak station with the possibility of future common rail service."

No revisions to the Final Supplemental EIR have been made in response to this comment.

I006-155

The commenter requests that it be noted in Section 3.13.3.2, Fresno to Bakersfield Locally Generated Alternative Affected Environment, that the F-B LGA would displace the Bakersfield Homeless Center. In response to this comment, the text has been changed in Section 3.13 of the Draft Supplemental EIR/EIS to reflect that the F-B LGA would require the conversion of the Bakersfield Homeless Shelter. Refer to Chapter 16 of this Final Supplemental EIR.

This change does not affect the findings of the analysis in Section 3.13 of the Draft Supplemental EIR/EIS.

I006-156

Approximately 20.6 miles for the May 2014 Project alignment would be adjacent to railroad right-of-way.

I006-157

Table 3.13-3 in Section 3.13 Station Planning, Land Use and Development of the Draft Supplemental EIR/EIS provides the number of acres of agricultural land that would be converted to transportation uses.

I006-158

Refer to pages 3.13-A-2 and 3.13-A-5 of Appendix 3.13-A of the Draft Supplemental EIR/EIS for discussions regarding the Gossamer Grove Specific Plan. The discussion

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I006-158

states that the project would displace 33 acres of land.

I006-159

Refer to pages 3.13-A-2 and 3.13-A-5 of Appendix 3.13-A of the Draft Supplemental EIR/EIS for discussions regarding the Gossamer Grove Specific Plan. The discussion states that the project would displace 33 acres of land.

I006-160

The commenter requests that information related to properties that the F-B LGA transects be updated with information from 2017.

The Draft Supplemental EIR/EIS includes a thorough description of existing physical conditions as the environmental baseline for analysis. As discussed in each impact analysis section of Chapter 3, the existing conditions data was based on on-site surveys (e.g., biological resources, wetlands, cultural resources) and data collection (e.g., transportation, air quality, EMI/EMF, noise and vibration, geology and soils, agricultural land/soils, land use, station planning and development). The Draft Supplemental EIR/EIS evaluated all impacts of the F-B LGA against existing conditions in 2015 and proposed associated mitigation measures for significant adverse impacts. For the analysis of each resource area, the Draft Supplemental EIR/EIS used either data collected for the Fresno to Bakersfield Section Final EIR/EIS (including data from 2010) or current (2015) data to evaluate impacts of the F-B LGA relative to the May 2014 Project. For each analysis, the same data set was used to evaluate the May 2014 Project and F-B LGA to allow for direct comparison of the two alternatives.

In cases where the existing setting had changed substantially since publication of the Fresno to Bakersfield Section Final EIR/EIS, the Draft Supplemental EIR/EIS used updated data sets to evaluate the F-B LGA. In these cases, the May 2014 Project was reevaluated based on the updated data set in order to allow for direct comparison of the two alternatives.

In other instances, the data set included in the Fresno to Bakersfield Section Final EIR/EIS was provided for the entire segment from Fresno to Bakersfield and discrete data sets for the subsection comprising the May 2014 Project were not provided. In

I006-160

these cases, updated data sets were used to evaluate both the F-B LGA and May 2014 Project.

Refer to pages 3.13-A-2 and 3.13-A-5 of Appendix 3.13-A of the Draft Supplemental EIR/EIS for discussions regarding the Gossamer Grove Specific Plan. The discussion states that the project would displace 33 acres of land. Although the Gossamer Grove Specific Plan area would be traversed by the F-B LGA alignment in the northeast corner, no homes, businesses, or community facilities have been constructed in this area at this time. The area of the Gossamer Grove community currently being developed is 0.5-mile from the proposed alignment.

Since it was acknowledged in the text that the sites were entitled in 2015 (per the Cox 2015 citation), and since this information does not materially affect the analysis of this section or its findings, no changes have been made to the Final Supplemental EIR.

I006-161

The proximity of the F Street passenger station in Bakersfield to the Kern River Parkway is described in Table 3.15-4 (Parks, Recreation, and Open Space Resources and School District Play Areas and Recreation Facilities in the Study Area for the Bakersfield Station Location), provided on page 3.15-11 of the Draft Supplemental EIR/EIS. As described in Table 3.15-4, the Kern River Parkway is located approximately 180 feet from the Bakersfield passenger station. Also as described in Table 3.15-4, approximately five percent of the Kern River Parkway is located within the study area for the F-B LGA.

The study area for the Bakersfield Station location includes a 0.5-mile buffer around the station footprint, as stated in Section 3.15.2 (Methods for Evaluating Impacts) on page 3.15-2 of the Draft Supplemental EIR/EIS for the F-B LGA. The 0.5-mile buffer area was selected for consistency with the CEQA/NEPA analyses prepared for other sections of the HSR System, including the May 2014 Project. Therefore, the study area was not extended to one mile in response to this comment.

Revisions to the Final Supplemental EIR have not been incorporated in response to this

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-161

comment.

I006-162

The commenter requests that the newly entitled Golden Empire Transit District facility be added to the Planned Development in the F-B LGA Station Site Study Area. Revisions have been made to this table and section with the new information. Refer to Chapter 16 of this Final Supplemental EIR.

I006-163

The commenter requests that the reference to the Bakersfield Homeless Center either be deleted from the identified sentence or added explicitly to the discussion for the F-B LGA. The requested changes would not materially change the findings of the assessment or add new information required to inform the decision makers and as such the requested change has not been made.

I006-164

This determination is based on Settlement Agreement between the City and Authority. Please see Sacramento County Superior Court Case: City of Bakersfield v. California High-Speed Rail Authority (2014). The Final Supplemental EIR has been updated to reflect the changed reference. Refer to Chapter 16 of this Final Supplemental EIR.

I006-165

Refer to Standard Response FB-LGA-Response-TR-1: Station Parking.

No revisions have been made to the Final Supplemental EIR in response to this comment.

I006-166

The Draft Supplemental EIR/EIS includes a thorough description of existing physical conditions as the environmental baseline for analysis. As discussed in each impact analysis section of Chapter 3, the existing conditions data was based on on-site surveys (e.g., biological resources, wetlands, cultural resources) and data collection (e.g.,

I006-166

transportation, air quality, EMI/EMF, noise and vibration, geology and soils, agricultural land/soils, land use, station planning and development). The Draft Supplemental EIR/EIS evaluated all impacts of the F-B LGA against existing conditions in 2015 and proposed associated mitigation measures for significant adverse impacts. For the analysis of each resource area, the Draft Supplemental EIR/EIS used either data collected for the Fresno to Bakersfield Section Final EIR/EIS (including data from 2010) or current (2015) data to evaluate impacts of the F-B LGA relative to the May 2014 Project. For each analysis, the same data set was used to evaluate the May 2014 Project and F-B LGA to allow for direct comparison of the two alternatives.

In cases where the existing setting had changed substantially since publication of the Fresno to Bakersfield Section Final EIR/EIS, the Draft Supplemental EIR/EIS used updated data sets to evaluate the F-B LGA. In these cases, the May 2014 Project was reevaluated based on the updated data set in order to allow for direct comparison of the two alternatives.

In other instances, the data set included in the Fresno to Bakersfield Section Final EIR/EIS was provided for the entire segment from Fresno to Bakersfield and discrete data sets for the subsection comprising the May 2014 Project were not provided. In these cases, updated data sets were used to evaluate both the F-B LGA and May 2014 Project.

The request to add a category for entitled and under development projects would be inconsistent with methodology used for the Fresno to Bakersfield Section Final EIR/EIS. The table includes acreage for areas depicted in Appendix 3.1-A Parcels within HSR Footprint. Please refer to Appendix 3.1-A, Parcels within the HSR Footprint, available at: http://www.hsr.ca.gov/docs/programs/fresno-baker-ir/FBLGA_Draft_EIRS_Vol_2_APPX3_1_A_Parcels_within_HSR_Footprint.pdf.

I006-167

Approximately 20.6 miles for the May 2014 Project alignment would be adjacent to railroad right-of-way.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-168

Refer to Standard Response FB-LGA-Response-GENERAL-04: Impacts to the Westchester Neighborhood Southwest of the F Street Station.

The City of Bakersfield's Vision Plan proposes a multi-use path and improvements to the Kern River Trail surrounding existing single-family residential, which would be an improvement from existing conditions.

No revisions to the Final Supplemental EIR have been made in response to this comment.

I006-169

Refer to Standard Response FB-LGA-Response-TR-1: Station Parking.

I006-170

The Draft EIR for the City of Bakersfield Vision Plan was released available for public review from January 5, 2018 to February 1, 2018, and the EIR was certified and the Vision Plan adopted in May 2018. The Vision Plan is a reasonably foreseeable project that would be implemented by the City and should be considered in this analysis.

No revisions to the Final Supplemental EIR have been made in response to this comment.

I006-171

Refer to Standard Response FB-LGA-Response-GENERAL-04: Impacts to the Westchester Neighborhood Southwest of the F Street Station.

The Vision Plan proposes a multi-use path and improvements to the Kern River Trail surrounding existing single-family residential, which would be an improvement from existing conditions. No General Plan land use designations or rezones are proposed. The established single-family residential neighborhood would remain single-family residential. Desired residential infill development would occur in underutilized areas

I006-171

based on an analysis of zoning designations, existing land uses, and the capacity for parcels to accommodate more development under current development standards.

I006-172

The Transit Center Study identifies the F Street Station as a primary site location for a transit center but was not analyzed because it was identified as a potential HSR station site.

No revisions to the Final Supplemental EIR have been made in response to this comment.

I006-173

As discussed in Section 3.13 Station Planning, Land Use, and Development of the Draft Supplemental EIR/EIS, the land within the F Street Station site study area is currently developed with a mix of low-density commercial, residential, and industrial uses and vacant parcels. The Truxtun Avenue station location, conversely, is centrally located near the Rabobank Arena, Theater, and Convention Center, Marriott Hotel, and Amtrak station.

While the Truxtun Avenue station location would provide an immediate direct connection to the Amtrak Station and existing downtown amenities, public benefits derived from future transit oriented development would be concentrated in a relatively small geographic area that is already developed, with little benefit to the rest of the city. The F Street Station site, however, offers opportunities for a comprehensive planning effort to revitalize the greater downtown area through the conversion of auto-oriented corridors to complete streets that prioritize the pedestrian, greater transit and multi-modal connectivity throughout downtown, and the revitalization of underutilized land.

I006-174

The Draft EIR for the City of Bakersfield Vision Plan was released available for public review from January 5, 2018 to February 1, 2018, and the EIR was certified and the

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-174

Vision Plan adopted in May 2018. The Vision Plan is a reasonably foreseeable project that would be implemented by the City and should be considered in this analysis.

No revisions to the Final Supplemental EIR have been made in response to this comment.

I006-175

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station.

The F Street Station site is 1.5 miles from the Amtrak Station. The City intends to improve the public realm prior to station construction between the Amtrak station and the F Street Station. Drawing a pedestrian path under existing conditions does not affect the analysis in the Draft Supplemental EIR/EIS and would not reflect proposed redevelopment efforts.

I006-176

The commenter indicates that the F Street Station is within the Bakersfield Meadows Field Glideslope and approach buffer which are part of Part 77 Airspace. Figure 4-40 of the County of Kern Airport Land Use Compatibility Plan (November 13, 2012) shows the Airspace Plan of the Bakersfield Meadows Field. The Authority has determined that the F Street Station is partially located in the Conical Surface of the Bakersfield Meadows Field Airspace Plan but is not within the Glideslope and approach buffer of the Bakersfield Meadows Field Part 77 Airspace. According to Part 77, a Conical Surface is "a surface, which extends upward and outward from the outer limits of the Horizontal Surface for a horizontal distance of 4,000 feet. The slope of the conical surface is 20-1 (5 percent) measured in a vertical plan." The Part 77 Airspace Surfaces are concerned with objects that could penetrate the imaginary air space around airports which could potentially cause obstructions to airplanes approaching and departing from the specific airport. As such, the Part 77 Airspace Surfaces does not regulate the density of development in the specific airspace surfaces.

The Kern County Airport Land Use Compatibility Plan includes the Land Use

I006-176

Designation map (page 4-71) for the Meadows Field Airport which provides the land uses within the Airport's Sphere of Influence (SOI). These land uses correspond to the land uses established in the Kern County General Plan. The land uses within the Airport's SOI includes AG/Open Land, Public Facility, Commercial/Industrial, Low Density Residential, Medium Density Residential, and High Density Residential. The density and type of development that could occur under these land uses is described in the Kern County General Plan Land Use Element. It should be noted that the F Street Station associated with the F-B LGA is not located within the Airport's SOI and land development regulations within the SOI would therefore not be applicable to the F Street Station and areas around the station.

It should be noted that Kern County and the airport operator did not submit concerns or comments regarding this facility.

I006-177

The City of Bakersfield's Vision Plan is used as a reference, but the environmental impacts associated with the Vision Plan are analyzed in a separate EIR located at: http://www.bakersfieldcity.us/gov/depts/community_development/planning_division/planning_services/making_downtown_bakersfield/plan_documents.htm

I006-178

The commenter is correct in stating that a portion of the F Street Station study area is located in a floodplain (the Kern River floodplain); however, the proximity of project features to designated floodplain areas does not restrict development potential, as long as development complies with FEMA regulations and project-specific mitigation measures and BMPs.

Floodplains are addressed throughout Section 3.8, *Hydrology and Water Quality*, of the Draft Supplemental EIR/EIS for the F-B LGA. Specifically, the discussions provided under Impact HWR#4 (Temporary Impacts on Floodplains) and Impact HWR#8 (Permanent Impacts on Floodplains), presented on pages 3.15-32 and 3.15-37, respectively, describe that Avoidance and Minimization Measure HYD-AM #2 and Mitigation Measure HWR-MM#2 would be implemented to reduce potential impacts

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-178

associated with floodplains. As described on page 3.8-40, project features located within the Kern River floodplain would also be required to comply with FEMA regulations. Mitigation Measure HWR-MM#2 requires the preparation of a Conditional Letter of Map Revision/Letter of Map Revision and coordination between local jurisdictions and relevant agencies, thereby reducing permanent effects to the Kern River floodplain to a less-than-significant level under CEQA.

Revisions to the Final Supplemental EIR have not been incorporated in response to this comment.

I006-179

The language suggested by the commenter is not required to be included in the Draft Supplemental EIR/EIS, as the Truxtun Avenue Station and surrounding uses are analyzed in the Fresno to Bakersfield Section Final EIR/EIS. The proximity to existing amenities is considered in Chapter 8, Comparison of Alternatives. The Kern COG Terminal Impact Analysis Report, which was prepared in 2003 and was 12 years old at the time of preparation of the Draft Supplemental EIR/EIS commenced, was not cited in the Draft Supplemental EIR/EIS and does not consider more recent plans for improving the Station Area as described in the City's Vision Plan.

I006-180

Refer to Standard Response FB-LGA-Response-GENERAL-01: Alternatives.

In the text of the comment the commenter suggests a station in Old Town Kern rather than F Street.

In response to this request, a feasibility study (Authority 2018) was conducted to determine whether a station between Baker and Beale streets in Old Town Kern would be practicable.

The following is a list of CHSR Technical Memorandum (TM) used to evaluate station sites.

- TM 2.1.3 Turnouts and Station Tracks

I006-180

- TM 2.2.4 Station Platform Geometric Design

As defined in the TMs, the length of the station platform is 1,400 feet long and a minimum of 117 feet wide. The station tracks that service the platforms connect to the mainline tracks at a minimum of 2,450 feet from the center of the platform. In addition, there are high-speed crossovers each side of the station track turnouts. These turnouts and crossovers must be located on tangent (straight) track, and cannot be within 1,300 feet of a horizontal curve.

Engineering

The Old Town Kern station as described by the commenter would be infeasible in terms of engineering for the following reasons:

- Mainline alignments would need to be moved south to allow edge of the HSR platform to be 15 feet from UPRR right-of-way line. A distance of 15 feet is required as maintenance easement along aerial structures. Additionally, moving the alignment would impact all properties south of Sumner Street, as well as all properties south of the F-B LGA alignment between Chester Avenue and Miller Street.
- Further, the distance along the alignment between Baker Street and Beale Avenue is only 975 feet, which is 425 fewer feet than required by the CHSR TM as noted above. There is a horizontal spiral between Baker Street and Beale Avenue, which means that the station track turnouts would need to be placed north around the curve. This would add approximately 8,350 feet of additional viaduct. Station tracks to the east would begin approximately at Miller Street.
- Finally, the area between Baker Street and Beale Avenue and 19th Street and Kentucky Street minus the Union Pacific Railroad property is approximately 24 acres. The F Street Station site is 44 acres. Vehicular access to the site would be difficult and would require significant modification to City of Bakersfield arterial and collector roadways.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Environmental

The Old Town Kern station as described by the commenter would be infeasible in terms of environmental resources for the following reasons:

- The proposed station location along Sumner Street between Baker Street and Beale Avenue would displace several commercial businesses, including Pyrenees French Bakery, Luigi's, and Arizona Café. This site would also displace The Mission at Kern County (homeless shelter), Bakersfield Fire Station No. 2, and the U.S. Post Office building at 727 Kentucky Street.
- The Baker-Beale site as proposed has a high sensitivity for historical archaeological deposits, and contains two known historic properties (former SPRR, now UPRR, Rail Depot and the Fire Station). Placement of a station footprint here would cause a direct adverse effect to both properties.
- Further, a station located at the Baker-Beale site would likely have a much longer footprint extending in both directions along the centerline. Therefore, it is very likely that other known historic properties would be adversely affected (specifically, Noriega's Traditional Cultural Property [TCP] and the Amestoy Hotel, and possibly the Kern Land Co Warehouse). The F-B LGA project made a considerable effort to avoid, minimize, and mitigate potential adverse effects of the HSR viaduct to the Noriega's TCP – an HSR station at this location would likely have more extensive adverse effects on this property and others in the area.
- Finally, a station at this location would require additional inventory and evaluation of built environment resources to the north and south, and possibly to the east and west as well, in areas that are outside the current APE. These areas are likely to reveal additional historic properties based on the age of this neighborhood and the presence

I006-180

of known historic properties.

The commenter argues that this would mitigate the adverse impacts of an elevated viaduct bisecting the Old Town Kern neighborhood.

It is highly unlikely that a second Amtrak station would be placed at the proposed Old Town Kern location, particularly as this is less than a mile from the current Bakersfield Amtrak Station, and a new Amtrak Station would cause further displacements and adverse impacts similar to those outlined above. It would be more likely (and cost effective) for a bus connector to be developed, similar to the City of Bakersfield's proposition for connecting the F Street Station and Amtrak, as described in the Making Downtown Bakersfield Station Area Vision Plan (2018). The two stations in Oakland mentioned by the commenter are approximately five miles apart, similar to other distances between Amtrak Stations in the densely populated Bay Area. The closest stations there are the Berkeley and Emeryville Stations, which are approximately two miles apart.

In response to the commenter's request, a feasibility study (Authority 2018) was conducted to determine whether a station near Beale Avenue and Miller Street in Old Town Kern would be practicable.

Engineering

The Sumner-Beale-Miller station as described by the commenter would be infeasible in terms of engineering for the following reasons:

- Mainline alignments must move south to allow edge of platform to be 15 feet from UPRR Right-of-way line. 15-foot distance is required as maintenance easement along aerial structures.
- Moving the alignment would impact all properties south of Sumner Street and south of the F-B LGA alignment between Chester Avenue and SJVR wye tracks.
- Distance along the alignment between Beale Avenue and Miller Street is 1,900 feet, which would support the platform length, but the horizontal spiral between Baker Street and Beale Avenue; would force the station track turnouts to the north around the curve. This would add approximately 9,350 feet of additional viaduct. Station tracks to the

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-180

east would begin approximately at the SJVR wye tracks.

- Area between Beale Avenue and Miller Street and Sumner Street and Truxtun Avenue is approximately 34 acres, but contains the BNSF mainline tracks. The BNSF tracks connect to the UPRR rail yard, and must be relocated out of the station area.
- Relocating BNSF south into the Truxtun Avenue right-of-way would cause numerous impacts to local roads as well remove the SJVR connection to the yard.
- Vehicular access to the site would be difficult and would require significant modification to City of Bakersfield arterial and collector roadways.

Environmental

The Sumner-Beale-Miller station as described by the commenter would be infeasible in terms of environmental resources for the following reasons:

- The BNSF relocation referenced in the fourth bullet under "Engineering" would move the freight rail line closer to residences south of Truxtun Avenue, likely exposing several sensitive receptors to increased noise levels.
- The Sumner-Beale-Miller site has a high sensitivity for historical archaeological deposits.
- Although the Sumner-Beale-Miller site as proposed does not contain known historic properties, there are two historic properties located in close proximity to the south that would likely be adversely affected (Salon Juarez Traditional Cultural Property and the residence at 1031 E 18th Street). These two properties were identified in the main FB HASR and APE. Placement of a station footprint here would likely cause a direct adverse effect to both properties.
- The Fresno to Bakersfield project made a considerable effort to negotiate with the Salon Juarez TCP owners to avoid, minimize, and mitigate potential effects of a HSR viaduct – a HSR station at this location would likely have more extensive adverse effects on this property and others.
- More inventory and evaluation of built environment resources would be required to the west, which includes areas outside both the F-B LGA and the FB APEs. Survey of this area is likely to reveal additional historic properties based on the age of this neighborhood and the presence of known historic properties.

I006-180

I006-181

The commenter recommends the incorporation of a mitigation measure identifying the development of a light-rail system between the F Street Station and various points throughout Bakersfield. The Draft Supplemental EIR/EIS did not identify an impact that would require the development of a light-rail system as mitigation. Additionally, the project itself will be providing multimodal facilities and access including transit, bicycle and pedestrian access in the vicinity of the station.

The City of Bakersfield Making Downtown Bakersfield Vision Plan (May 2018; Vision Plan) describes a phased effort to link the F Street Station and the Amtrak Station through the development of transit, bicycle, and pedestrian improvements to enable passengers to transfer from the HSR train to local commuter transit. These improvements include bus rapid transit (BRT) on Chester and California Avenues, a downtown shuttle, and mobility hubs at the Amtrak Station, HSR station, and the Golden Empire Transit Center. While these services are central to connecting the HSR station and downtown, they provide the added benefit of offering a new alternative form of transportation for non-HSR riders throughout downtown. The Vision Plan also proposes public realm improvements along three corridors to form a pedestrian friendly loop around the downtown area, connecting residential, commercial, and parks, and open space areas and activating the F Street station area.

I006-182

The community/urban area shown on Figures 3.14-1 through 3.14-4 and other figures throughout the Draft Supplemental EIR/EIS were developed using Kern County's GIS data set and depict Shafter and Bakersfield city limits and the unincorporated community of Oildale. The islands within the incorporated areas are not part of an incorporated city or unincorporated community. Regardless, the mapped community/urban areas have no bearing on the analysis of agricultural impacts.

Existing transportation corridors (i.e., other railroad rights-of-way) are depicted in the

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-182

following figures on the F-B LGA: Figure S-4 in the Executive Summary shows existing rail lines; and Figures 2-3 through 2-8 in Chapter 2, F-B LGA Description, show aerial photos of the proposed alignment in proximity to the existing rail lines and major roadways.

I006-183

Chapter 2 of the Draft Supplemental EIR/EIS states that the F-B LGA is a new alternative that was not evaluated in the Fresno to Bakersfield Section Final EIR/EIS. Section 1.1.3 of the Draft Supplemental EIR/EIS states that, for the purpose of understanding the potential impacts of the F-B LGA, the Draft Supplemental EIR/EIS compares the F-B LGA to the complementary portion of the Preferred Alternative (May 2014 Project) identified in the Fresno to Bakersfield Section Final EIR/EIS. The complementary portion of the Preferred Alternative consists of the BNSF Alternative from Poplar Avenue to Hageman Road and the Bakersfield Hybrid Alternative from Hageman Road to Oswell Street.

The methodology used in Section 3.14.3 (pages 3.14-9 through 3.14-11) of the Fresno to Bakersfield Section Final EIR/EIS was updated for the Draft Supplemental EIR/EIS. Direct impacts to Important Farmland in the permanent project footprint were calculated. The permanent project footprint includes the proposed HSR right-of-way and associated facilities, such as traction power supply stations, maintenance of infrastructure facility (MOIF), and switching and paralleling stations, as well as shifts in roadway right-of-way associated with those facilities (including overcrossings and interchanges) that would be modified to accommodate the HSR project.

Table 3.14-5 on page 3.14-34 of the Fresno to Bakersfield Section Final EIR/EIS shows the potential permanent conversion of Important Farmlands as a combination of the project footprint and non-economic remnants by alternative alignment. The totals for the Bakersfield Hybrid Alternative and BNSF Alternative in Table 3.14-5 cannot be compared to the total direct impact of Important Farmland for the May 2014 Project and F-B LGA considered in the Draft Supplemental EIR/EIS due to the difference in methodologies, as described above. Furthermore, and as stated above, the May 2014 Project consists of the BNSF Alternative from Poplar Avenue to Hageman Road and the

I006-183

Bakersfield Hybrid Alternative from Hageman Road to Oswell Street. The Bakersfield Hybrid Alternative acreage represented in Table 3.14-5 only includes the southern portion of the May 2014 Project alignment from Hageman Road to Oswell Street, which passes through an urban area in Bakersfield. The northern portion of the May 2014 Project, which includes the BNSF Alternative from Poplar Avenue to Hageman Road, is predominantly an agricultural area. Therefore, revisions to the May 2014 Project direct impact study area totals are not needed. Refer to Figure 3.14-1 from the Draft Supplemental EIR/EIS provided below, indicating the extent of both the May 2014 Project and F-B LGA alignments, including areas of predominantly agricultural land that both alignments traverse.

I006-184

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

Chapter 2 of the Draft Supplemental EIR/EIS states that the F-B LGA is a new alternative that was not evaluated in the Fresno to Bakersfield Section Final EIR/EIS. Section 1.1.3 of the Draft Supplemental EIR/EIS states that, for the purpose of understanding the potential impacts of the F-B LGA, the Draft Supplemental EIR/EIS compares the F-B LGA to the complementary portion of the Preferred Alternative (May 2014 Project) identified in the Fresno to Bakersfield Section Final EIR/EIS. The complementary portion of the Preferred Alternative consists of the BNSF Alternative from Poplar Avenue to Hageman Road and the Bakersfield Hybrid Alternative from Hageman Road to Oswell Street.

The changes requested by the commenter would result in erroneous analyses and no updates to the Final Supplemental EIR have been made as a result of this comment.

I006-185

Sam Lynn Ball Park is part of the Metropolitan Recreation Area, which is discussed in detail in Section 3.15 of the Draft Supplemental EIR/EIS. Table 3.15-1 states that the Metropolitan Recreation Area is located 100 percent within the study area for the project, including 1,000 feet from the project centerline. As stated on page 3.15-12 of the

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-185

Draft Supplemental EIR/EIS, "The Metropolitan Recreation Area is 66 acres and contains softball fields, a recreational center, Sam Lynn Ball Park, a picnic area, and park offices. Joshua Park is a 0.8-acre grass park." Also as stated on pages 3.15-18 and 3.15-19 of the Draft Supplemental EIR/EIS, transmission line modifications would be required adjacent to Sam Lynn Ball Park, located within the Metropolitan Recreation Area. These impacts are discussed under Impact PU&E#1 in Section 3.6 of the Draft Supplemental EIR/EIS.

No revisions to the Final Supplemental EIR have been incorporated based upon this comment.

I006-186

To clarify, Table 3.15-1 provides the amount of each park, recreation, or open space resource within 1,000 feet of the project centerline. This is the study area for the alignment itself. Table 3.15-4 provides the amount of each park, recreation, or open space resource within 0.5-mile buffer of the station footprint. This is the study area for the F Street Station.

During review of the identified tables, errors in several of the acreages included in the 1,000-foot buffer in Table 3.15-1 and in the 0.5-mile buffer in Table 3.15-4 were identified. The acreages within the 1,000-foot buffer of the alignment have been corrected in the Final Supplemental EIR for the following resources: Joshua Park, Kern County Museum, Kern River Parkway, Metropolitan Recreation Area, Riverview Park and Uplands of the Kern River Parkway. Refer to Chapter 16 of this Final Supplemental EIR. In each case the amount of the identified park within the 1,000-foot buffer was reduced from that shown in the Draft Supplemental EIR/EIS. The acreages within the 0.5-mile buffer of the footprint have been corrected for the following resources: Kern County Museum and Kern River Parkway. These corrections reduced the acreage within the 0.5-mile buffer of the F Street Station for the Kern River Parkway and increased the acreage within the 0.5-mile buffer for Kern County Museum.

In addition, the total acreage of the Kern River Parkway in Table 3.15-1 has been corrected from 1,133.2 to 1,033.2. Refer to Chapter 16 of this Final Supplemental EIR.

I006-186

None of these revisions affect the analysis or findings in the Draft Supplemental EIR/EIS.

I006-187

Aesthetic impacts associated with parks are addressed in Section 3.16 of the Draft Supplemental EIR/EIS. As described on page 3.16-86 of the Draft Supplemental EIR/EIS, with implementation of Mitigation Measures AVR-MM#1a through AVR-MM#2i, adverse effects associated with construction activities and the introduction of prominent HSR structures would be mitigated to the extent feasible, including but not limited to parks and recreation areas.

Effects associated with shade introduced by the elevated viaduct are not considered permanent because shade created by HSR structures would move throughout the day, as the earth rotates around the sun. As noted above, adverse effects associated with the introduction of prominent HSR structures would be mitigated to the maximum extent feasible.

An under-viaduct lighting plan is not included in the project design. Implementation of the project would not remove or alter existing lighting at local parks. During construction of the project, lighting and signage would be provided to avoid adverse temporary impacts associated with construction.

No revisions to the Final Supplemental EIR have been incorporated based upon this comment.

I006-188

Weill Park is entirely located within 300 feet of the project centerline. As shown in Table 3.15-1 on page 3.15-9 of the Draft Supplemental EIR/EIS, Weill Park is approximately 1.6 acres in size, and 1.6 acres of the park, or 100 percent of the total park area, is located within the project study area. In comparison, as shown in Table 3.15-4, only 0.25 acre, or 16 percent, of Weill Park is located within the study area for the Bakersfield Station. As shown in Table 3.15-5 on page 3.15-14 of the Draft Supplemental EIR/EIS,

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-188

approximately 0.6 acre, or six percent of the total park area, would be permanently acquired to facilitate implementation of the F-B LGA. No revisions to the Final Supplemental EIR have been incorporated based upon this comment

I006-189

The commenter asks how many trees would need to be removed in Weill Park as a result of the F-B LGA passing over on elevated guideway. The number of trees to be removed will be determined before the start of construction. Any removals would be mitigated by AVR-MM#2c and AVR-MM#2d, found in Sections 3.16.6.1 and 3.16.6.2 of the Draft Supplemental EIR/EIS.

I006-190

Draft Supplemental EIR/EIS Section 3.16, Aesthetics and Visual Resources, does not discuss impacts to residents in the Bakersfield Bluffs because this area is located more than one mile outside of the visual resource study area. In urbanized areas such as Bakersfield, the study area includes all areas within 0.25 mile of the alignment centerline from which the F-B LGA could be visible and those within 0.25 mile of the edge of large facilities on the alignment, including the Bakersfield F Street Station. This study area is consistent with the federal guidelines for evaluating aesthetics and visual quality impacts provided in the Visual Impact Assessment for Highway Projects (FHWA 1988) and the California Department of Transportation (Caltrans) guidelines found in the Standard Environmental Reference (Caltrans 2007), which were also applied in the Fresno to Bakersfield Section Final EIR/EIS (Authority and FRA 2014). While the HSR viaduct and associated structures could be visible in the background from the Bakersfield Bluffs (beyond a 0.5-mile distance), they would not substantially alter existing views from this area.

I006-191

The Central Bakersfield landscape unit analyzed in Draft Supplemental EIR/EIS Section 3.16, Aesthetics and Visual Resources, encompasses the northeastern portion of downtown Bakersfield, including roughly the area north and east of the intersection of 21st Street and Q Street. This portion of downtown Bakersfield is part of the visual resource study area within 0.25 mile of the alignment centerline in the Central

I006-191

Bakersfield landscape unit. The proposed HSR overcrossing of SR 178 would be visible from nearby residential neighborhoods to the north and south. In Section 3.16, key viewpoint (KVP) 10 shows existing and simulated views of the SR 178 overcrossing, looking southward from the intersection of San Dimas Street and Homaker Place, at a distance of approximately 475 feet. This southward viewpoint of the SR 178 overcrossing is also representative of northward views from nearby residential neighborhoods in downtown Bakersfield. As discussed in Section 3.16, the HSR viaduct's concrete or steel parapet and concrete columns would be visually compatible in scale and character with the SR 178 structure and surrounding industrial development. Therefore, the viaduct would not represent a substantial urban intrusion beyond existing industrial development and highway infrastructure. Additional, new analysis of a downtown Bakersfield landscape unit would not fundamentally alter the Draft Supplemental EIR/EIS's assessment of visual impacts from the SR 178 overcrossing and has not been included.

I006-192

As discussed in Response to Comment I006-191, KVP 10 showing the proposed SR 178 overcrossing is sufficiently representative of northward and southward views from nearby residential neighborhoods. The addition of new KVPs looking northeast from residences at 24th Street and R Street, and looking northward from residences at 26th Street and K Street, would not fundamentally alter the conclusions in the Draft Supplemental EIR/EIS about the SR 178 overcrossing's visual impacts. Therefore, it is unnecessary to add KVPs from these additional locations.

I006-193

In Section 3.16 of the Draft Supplemental EIR/EIS, KVP 8 looking north toward the Bakersfield F Street Station provides existing and simulated views at slightly different angles and distances from the alignment. KVP 8 in the Draft Supplemental EIR/EIS provides an adequate comparison between the existing view and the simulated view.

I006-194

As discussed in Section 3.16, Aesthetic and Visual Resources, of the Draft Supplemental EIR/EIS, the F-B LGA could cause visual intrusion and potential blocking

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-194

of views from the use of sound barriers where these are required (page 3.16-50). Table 3.16-2, Characteristics of Typical HST Components, of the Fresno to Bakersfield Section Final EIR/EIS, indicates that sound barriers can be made from transparent materials or include surface design enhancements to blend with the area's visual context. Design considerations as to what type of barrier to use would be made during the final design stages. Typically, the style of sound barriers is selected with input from the local jurisdiction to reduce adverse visual effects on adjacent land uses.

Figure 3.4-14 in the Final EIR/EIS provides photographs of examples of sound barriers for rail corridors that could be used as part of the HSR project. Because there are a variety of sound barriers that could be used in this location, the requested change to the photo-simulation has not been made in response to this comment. However, as described on page 3.16-50 of the Draft Supplemental EIR/EIS, the analysis of secondary aesthetic impacts resulting from inclusion of sound barriers considered the various types of barriers that could be employed. Table 3.16-2, Summary of Visual Quality Changes and Impacts at Key Viewpoints (KVP), lists the changes the F-B LGA would have on the existing visual quality rating at each KVP according to the evaluation methodology, and classifies these impacts on aesthetics and visual resources according to CEQA criteria. This evaluation included consideration of inclusion of sound barriers in the location identified in Chapter 3.4, Noise and Vibration, of the Draft Supplemental EIR/EIS. Where the F-B LGA alignment would cross the Kern River Parkway, a sound barrier would be constructed atop the new viaduct. As stated on page 3.16-49 of the Draft Supplemental EIR/EIS, sound barriers would be up to 14 feet in height. Relative to the height of proposed HSR viaducts, sound barriers of this height would not substantially affect ground-level views shown in KVPs. Therefore, the photo-simulations provided in the Draft Supplemental EIR/EIS are sufficient to evaluate the project's visual effects where sound barriers would be constructed.

I006-195

As discussed in Section 3.16, Aesthetic and Visual Resources, of the Draft Supplemental EIR/EIS, the F-B LGA could cause visual intrusion and potential blocking of views from the use of sound barriers where these are required (page 3.16-50). Table 3.16-2, Characteristics of Typical HST Components, of the Fresno to Bakersfield

I006-195

Section Final EIR/EIS, indicates that sound barriers can be made from transparent materials or include surface design enhancements to blend with the area's visual context. Design considerations as to what type of barrier to use would be made during the final design stages. Typically, the style of sound barriers is selected with input from the local jurisdiction to reduce adverse visual effects on adjacent land uses.

Figure 3.4-14 in the Final EIR/EIS provides photographs of examples of sound barriers for rail corridors that could be used as part of the HSR project. Because there are a variety of sound barriers that could be used in this location, the requested change to the photo-simulation has not been made in response to this comment. However, as described on page 3.16-50 of the Draft Supplemental EIR/EIS, the analysis of secondary aesthetic impacts resulting from inclusion of sound barriers considered the various types of barriers that could be employed. Table 3.16-2, Summary of Visual Quality Changes and Impacts at Key Viewpoints (KVP), lists the changes the F-B LGA would have on the existing visual quality rating at each KVP according to the evaluation methodology, and classifies these impacts on aesthetics and visual resources according to CEQA criteria. This evaluation included consideration of inclusion of sound barriers in the location identified in Chapter 3.4, Noise and Vibration, of the Draft Supplemental EIR/EIS. Where the F-B LGA alignment would cross Chester Avenue near Garces Circle, a sound barrier would be constructed atop the new viaduct. As stated on page 3.16-49 of the Draft Supplemental EIR/EIS, sound barriers would be up to 14 feet in height. Relative to the height of proposed HSR viaducts, sound barriers of this height would not substantially affect ground-level views shown in KVPs. Therefore, the photo-simulation provided in the Draft Supplemental EIR/EIS is sufficient to evaluate the project's visual effects where the sound barrier would be constructed.

I006-196

The addition of a KVP looking east from 24th Street in central Bakersfield would be unnecessary because the segment of this roadway with visually sensitive residences is located more than 0.25 mile from the alignment centerline. At this distance, residential views along 24th Street would be outside the scope of the visual resources study area in the Supplemental EIR/EIS. Furthermore, changes to residential views would be similar to those already analyzed for a residential neighborhood along Q Street, located as close as approximately 350 feet northeast of the F-B LGA in the Central Bakersfield

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-196

landscape unit. As discussed in Section 3.16, the HSR viaduct in this area would not represent a substantial urban intrusion beyond existing industrial development and highway infrastructure.

I006-197

The F-B LGA project technical studies identified five historic properties that meet National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) eligibility criteria within the project Area of Potential Effect (APE) in the area of East Bakersfield also known as Sumner, Kern City, or Old Town Kern (refer to F-B LGA HASR). None of these historic properties would experience physical impacts, or direct adverse effects, under the F-B LGA project. The Pyrenees Cafe building is not a historic resource because it does not meet the significance criteria required for listing in the NRHP or CRHR (refer to F-B LGA HASR). Although the F-B LGA elevated structure would be visible from Noriega's, Narducci's (Amestoy Hotel), and the former Southern Pacific Railroad Depot (now Union Pacific Railroad), this visual change would not diminish the historically significant aspects or features of these properties. The Amestoy Hotel and Union Pacific Railroad Depot buildings face away from the project, and although Noriega's would face the project, none of the significant aspects of the Noriega's traditional cultural property would be diminished by the project. The analysis of effects for all historic properties is presented in the F-B LGA Supplemental Finding of Effects. Also refer to Section 3.4 for Noise and Vibration impacts analysis; and Section 3.16 for Aesthetics and Visual impacts analysis.

I006-198

Detailed information regarding consultation and outreach conducted for purposes of identifying potential cultural, archaeological, and built environment resources is documented in the cultural resources technical reports prepared in support of the Draft Supplemental EIR/EIS, including the Historic Architectural Survey Report (HASR), the HASR Addendum 1, the Archaeological Survey Report (ASR), the Addendum to the ASR, and the Finding of Effect (FOE) document. Appendix C of the HASR and Appendix B of the ASR contain copies of the consultation notification letters and email correspondence conducted. Community open house meetings were conducted on August 25, 2015, in Bakersfield and on September 17, 2015, in Shafter.

I006-198

In addition, the High-Speed Rail Authority (Authority) posted meeting notices and public documents on its website at www.hsr.ca.gov. The site included information about the HSR, the proposed HSR route, business plan updates, newsletters, press releases, board of directors meetings, recent developments, status of the environmental review process, Authority contact information, and related links. The Authority Board of Directors meetings were open to the public, and one of the first items on the meeting agenda was to provide an opportunity for public comment on any public agenda item. In addition, materials (in English and Spanish) on how to navigate the extensive document were also available online.

The Authority also formed and met with agency Technical Working Groups (TWG) composed of senior staff from county and city public works and planning departments. The purpose of these groups was to facilitate the exchange of information and ideas during the course of the study. Refer to Table 5-1 of the HASR for a summary of the Public and Agency meetings conducted for the F-B LGA.

I006-199

Refer to Standard Response FB-LGA-Response-GENERAL-01: Alternatives.

The commenter requests that analysis of a below grade option for F-B LGA along Golden State Avenue and Sumner Street be conducted.

Since this request is in regard to Section 3.17, Cultural Resources, it is inferred that the commenter is requesting an analysis of a below-grade alternative to avoid built-environment resources along Golden State Avenue and Sumner Street. However, since built-environment resources including the Kern County Company Warehouse (located on 210 Sumner Street), Noriega's (525-531 Sumner Street), the Bakersfield Southern Pacific Depot (Sumner Street), SR 204/Golden State Avenue, Division of Forestry Service Office (1120 Golden State Avenue), and Father Garces Statue (Golden State Avenue) would not be adversely affected by the project with avoidance and minimization measures, it is unclear what purpose this analysis would provide. In addition, a below-grade option would result in additional excavation activities, either for tunneling or trenching, and would require substantial material export, potentially increasing

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-199

construction-related impacts to issues such as air quality, greenhouse gases and noise. Since the commenter does not provide an explanation of the rationale for examining a below-grade alternative or the potential impacts that such an alternative would avoid or substantially lessen, per CEQA Guidelines Section 15126.6, no further analysis of such an alternative has been conducted. As such, no revisions have been made to the Draft Supplemental EIR/EIS.

I006-200

The commenter states that the summary of the Community Meetings held in the City of Bakersfield on August 25, 2015 and November 5, 2015 and in Shafter on September 17, 2015 contained within the Draft Supplemental EIR/EIS is inaccurate. The issues, questions, and concerns identified in Section 3.17 of the Draft Supplemental EIR/EIS (page 3.17-22), are based on the Authority's summary of these meetings. Additionally, the commenter mentions a third meeting in Oildale which is not specifically referenced in the text. The summary provided on page 3.17-22 is based on the testimony provided by meeting attendees or comment cards submitted to Authority staff or its representatives. Oral comments provided directly to staff and outside of the comment window provided at the meeting are not part of the official record. Additionally, a review of the meeting notes from the Oildale meeting shows that no official comments were made regarding historical resources in relationship to the F-B LGA.

I006-201

The F-B LGA project technical studies identified five historic properties that meet National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) eligibility criteria within the project Area of Potential Effect (APE) in the area of East Bakersfield also known as Sumner, Kern City, or Old Town Kern (refer to FB LGA HASR). None of these historic properties would experience physical impacts, or direct adverse effects, under the F-B LGA project. The Pyrenees Cafe building is not a historic resource because it does not meet the significance criteria required for listing in the NRHP or CRHR (refer to F-B LGA HASR). Although the F-B LGA elevated structure would be visible from the Noriega's, Narducci's (Amestoy Hotel), and the former Southern Pacific Railroad Depot (now Union Pacific Railroad), this visual change would not diminish the significant aspects or features of these properties. The Amestoy

I006-201

Hotel and Union Pacific Railroad Depot buildings face away from the project, and although Noriega's would face the project, none of the historically significant aspects of the Noriega's traditional cultural property would be diminished by the project. The analysis of effects for all historic properties is presented in the F-B LGA Supplemental Finding of Effects. Also refer to Section 3.16 of the Draft Supplemental EIR/EIS for Aesthetics and Visual impacts analysis for information regarding other analysis of the elevated structure.

I006-202

The Authority recognizes the value of historic and cultural resources to both rural and urban communities. All historic-period built environment resources were identified and evaluated in accordance with Section 106 of the National Historic Preservation Act (NHPA), as well as NEPA, CEQA, and the Section 106 Programmatic Agreement (PA), which constitutes an agreement between the State Historic Preservation Officer (SHPO), the Authority, the FRA, and Native American tribes, on how the compliance with Section 106 will be implemented. The procedures for the identification and treatment of historic properties are described in Section VI (Identification of Historic Properties), Section VII (Assessment of Adverse Effects), and Section VIII (Treatment of Historic Properties) of the PA. The PA is included as Appendix 3.17-A of the Fresno to Bakersfield Section Final EIR/EIS. Detailed information regarding the identified resources is documented in the cultural resources technical reports prepared in support of the Draft Supplemental EIR/EIS, including the Historic Architectural Survey Report (HASR) and the HASR Addendum 1.

The Kern County Museum/Pioneer Village does not have the potential to be affected by the F-B LGA. It was therefore not included in the built environment APE and was not included in the analysis summarized in the HASR, Addendum 1 of the HASR, or the Finding of Effects (FOE) document. The guidance for delineating the APE is described in Attachment B (Area of Potential Effects Delineation) of the PA. For a depiction of the Historic Architecture APE and the resources identified within, please refer to Appendix A of the HASR and Appendix B of Addendum 1 of the HASR.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-203

The commenter requests a comparison of the F-B LGA to the May 2014 based on suggested differences in travel times associated with first mile/last mile connections to each station site and states the opinion that these are not the same for both stations. The distance traveled as part of the first mile/last mile portion of the journey to and from a future Bakersfield station depends on each individual travelers origin/destination point. Both the F Street and Truxtun Avenue stations are in Bakersfield's urban core and the minimal distance between the two (approximately 1.8 miles traveling on city streets) is not substantial enough to offset the modeled benefits such as reduced travel times and costs of the HSR system for air, highway and conventional rail trips. The HSR is a regional facility similar to airports and is not intended for local travel. As such, the passengers using HSR will be replacing long distance inter-city trips that would have otherwise have occurred without the project.

I006-204

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station.

The commenter requests a comparison of available land development around the F Street and Truxtun Avenue stations.

As discussed in Section 3.13 Station Planning, Land Use, and Development of the Draft Supplemental EIR/EIS, the land within the F Street Station site study area is currently developed with a mix of low-density commercial, residential, and industrial uses and vacant parcels. However, it is not a greenfield area as suggested by the commenter. The Truxtun Avenue station location, conversely, is centrally located near the Rabobank Arena, Theater, and Convention Center, Marriott Hotel, and Amtrak station.

While the Truxtun Avenue station location would provide an immediate direct connection to the Amtrak Station and existing downtown amenities, public benefits derived from future transit oriented development would be concentrated in a relatively small geographic area that is already developed, with little benefit to the rest of the city. The F Street Station site, however, offers opportunities for a comprehensive planning effort to revitalize the greater downtown area through the conversion of auto-oriented corridors to complete streets that prioritize the pedestrian, greater transit and multi-modal

I006-204

connectivity throughout downtown, and the revitalization of underutilized land.

Refer to Response to Comment I006-363 in Chapter 25 of this Final Supplemental EIR for a discussion of the interaction of the proposed F Street Station and Meadows Field. Refer to Response to Comment I006-178 in Chapter 25 of this Final Supplemental EIR for a discussion of the influence of the Kern River floodplain on development potential in the F Street Station area.

I006-205

The operational analysis in the Draft Supplemental EIR/EIS is consistent with that prepared for the May 2014 Project as it evaluates GHG-related impacts in the context of the entire Fresno to Bakersfield Section alignment. Both project alternatives would affect long distance, city-to-city vehicular travel along freeways and highways throughout the state, and long distance, city-to-city aircraft takeoffs and landings. Both the Draft Supplemental EIR/EIS and the Fresno to Bakersfield Section Final EIR/EIS include analysis of operational GHG emissions from on-road vehicles and use average, daily vehicle miles traveled (VMT) estimates and associated average daily speed estimates for each affected county. Both the May 2014 Project and the F-B LGA would result in a net statewide reduction in on-road VMT (including from autos and light-duty trucks) and a net statewide GHG reduction. In addition, both project alternatives would help the state meet the GHG emissions reduction goals established by AB 32, SB 32, and EO B-30-15. The specific station location, F-B LGA or May 2014 Project, would not change the beneficial impact identified in both the Final EIR/EIS and the Draft Supplemental EIR/EIS.

I006-206

The commenter requests deletion of a statement on the grounds that it is inconsistent with the 2003 KernCOG Terminal Impact Analysis Study. The statement explains that the F-B LGA would encourage compact and efficient land use in the region and higher-density infill development around the proposed F Street Station. The commenter states that, according to the 2003 Terminal Impact Analysis Study, the Truxtun Avenue Station would support more high-density development than the Golden State Avenue Station (F Street Station).

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-206

Upon review of the 2003 KernCOG Terminal Impact Analysis Study, it was found that the Study suggests that both the Golden State Avenue Station (F Street Station) and the Truxtun Avenue Station would have “high potential to encourage infill development” including “concentrated residential and commercial uses.”

The statement made in the Draft Supplemental EIR/EIS regarding the F Street Station's potential for compact and efficient land use in the region and high-density infill development is not incorrect, nor is it inconsistent with the 2003 Study to which the commenter refers. This statement has not been deleted from the Final Supplemental EIR.

I006-207

The commenter requests that a statement be added about the increased potential for VMT from motorized vehicle trips to connect to/from F-B LGA Station to/from Amtrak, Rabobank Arena, and the Convention Center. While this comment is noted, the statement referenced by the commenter is not discussing VMT and is a lead-in statement to define the Cumulative study area for traffic. As noted in Section 3.19.4.2, Transportation, the primary and cumulative study area are based on the extent of the roadway networks and intersections that may experience change in traffic volume of more than 50 peak hour vehicular trips as a result of the project. Since the commenter's statement does not alter the study area, no revisions to the Final Supplemental EIR have been made in response to this comment.

I006-208

Section 3.3, Air Quality and Global Climate Change, of the Draft Supplemental EIR/EIS includes an analysis of the F-B LGA's GHG-related impacts. The scope of this operational GHG analysis is consistent with what was prepared in the Fresno to Bakersfield Section Final EIR/EIS, as it evaluates GHG-related impacts for the entire Fresno to Bakersfield Section alignment. The Final EIR/EIS does not include an analysis of the GHG emissions associated with varying modal choices for first- and last-mile connections from the stations considered in that document, including the Truxtun

I006-208

Avenue station. Instead, the Final EIR/EIS compares emissions associated with the construction and operation of end-to-end alternative alignments. To provide a consistent comparison between the May 2014 Project and the F-B LGA, the Draft Supplemental EIR/EIS compares GHG emissions associated with construction of both alternatives in a manner similar to that used for the Final EIR/EIS. Operationally, emissions from the two alternatives would be the same because both would result in similar estimates in terms of ridership, regional vehicle travel, aircraft and power plants, and direct project operational emissions from HSR stations, maintenance facilities, and train movements, as described in Impact AQ#11, Greenhouse Gas Analysis During Operation, in Section 3.3 of the Draft Supplemental EIR/EIS. As noted therein, both projects would have a beneficial impact on statewide GHG emissions regardless of station location, resulting in a net statewide GHG reduction of at least 1.7 or 2.5 MMT CO₂e per year (based on HSR ticket prices that cost 83 percent or 50 percent of airfare, respectively) compared to the 2035 no project condition. The resulting net statewide GHG reduction would be at least 1.6 or 2.4 MMT CO₂e per year compared to existing, no project conditions.

Page 3.3-39 of the Draft Supplemental EIR includes a summary of the total emission changes due to the HSR system operation including emissions associated with ridership, regional vehicle travel, and direct project operation emissions from HSR stations. Emission results indicate the project would result in a net regional decrease in emissions of criteria pollutants. These decreases would be beneficial to the SJVAB and help the basin meet its attainment goals.

As shown in Table 8-A-5 of the Draft Supplemental EIR/EIS, the May 2014 Project and the F-B LGA would result in similar construction and operational impacts and GHG impacts. Based on the analysis and the comparable findings documented in the Draft Supplemental EIR/EIS, a separate analysis of criteria pollutants associated with the F-B LGA and the May 2014 Project is not warranted.

I006-209

The operational analysis in the Draft Supplemental EIR/EIS is consistent with that prepared for the May 2014 Project as it evaluates GHG-related impacts in the context of the entire Fresno to Bakersfield Section alignment. Both project alternatives would affect

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-209

long distance, city-to-city vehicular travel along freeways and highways throughout the state, and long distance, city-to-city aircraft takeoffs and landings. Both the Draft Supplemental EIR/EIS and the Fresno to Bakersfield Section Final EIR/EIS include analysis of operational GHG emissions from on-road vehicles and use average, daily vehicle miles traveled (VMT) estimates and associated average daily speed estimates for each affected county. Both the May 2014 Project and the F-B LGA would result in a net statewide reduction in on-road VMT (including from autos and light-duty trucks) and a net statewide GHG reduction. In addition, both project alternatives would help the state meet the GHG emissions reduction goals established by AB 32, SB 32, and EO B-30-15. The specific station location, F-B LGA or May 2014 Project, would not change the beneficial impact identified in both the Final EIR/EIS and the Draft Supplemental EIR/EIS.

I006-210

The Draft EIR for the City of Bakersfield Vision Plan was released and was available for public review from January 5, 2018 to February 19, 2018, and the EIR was certified and the Vision Plan adopted in May 2018. The Vision Plan is a reasonably foreseeable project that would be implemented by the City and should be considered in this analysis. Section 15355 of the CEQA Guidelines states, "Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

(a) The individual effects may be changes resulting from a single project or a number of separate projects.

(b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

No revisions to the Final Supplemental EIR have been made in response to this comment.

I006-211

GIS data used to support the F-B LGA analysis was downloaded from the City of Bakersfield GIS portal on December 7, 2015 and was used to support the analysis provided in the Draft Supplemental EIR/EIS for the F-B LGA. The December 2015 data was the most current data available at the time of preparation of the Draft Supplemental EIR/EIS. The analysis for the May 2014 Project was based on data published in 2011, combined with the City's December 2015 GIS data. This data shows Mill Creek Park and Central Park as two separate facilities.

On January 31, 2018, in response to this comment, updated GIS data for the F-B LGA study area was downloaded from the City of Bakersfield GIS portal. Unlike the December 2015 GIS data, the January 2018 data delineates a portion of Mill Creek Linear Park as extending to the northeast from Mill Creek Park. This newly-defined park area extends to within 300 feet of the F-B LGA alignment centerline, which means that the F-B LGA could impact a portion of Mill Creek Linear Park that was not assessed in the Draft Supplemental EIR/EIS.

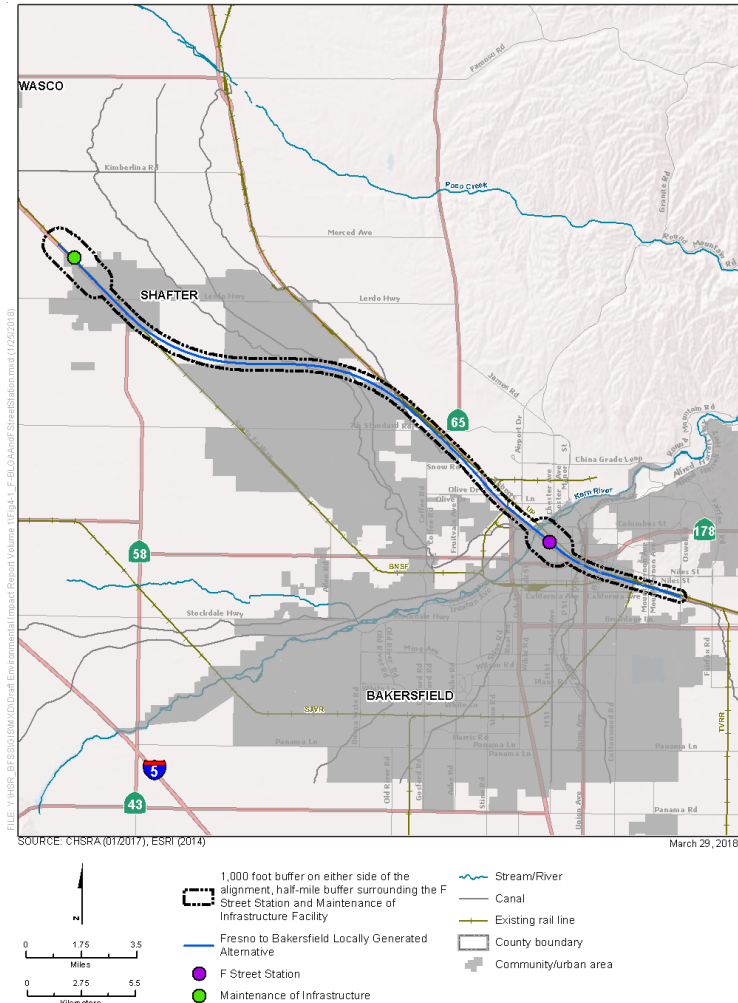
As such, a Use Assessment for Mill Creek Linear Park has been added to Chapter 4 of the Final Supplemental EIR and references to "Central Park" have been revised to include the new single park facility "Mill Creek Linear Park". Chapter 4 is a NEPA requirement and has not been included in the Final Supplemental EIR; however, these changes were also made to Section 3.15 of the Draft Supplemental EIR/EIS. For these changes refer to Chapter 16 of this Final Supplemental EIR.

I006-212

Chapter 4 is a NEPA requirement and has not been included in the Final Supplemental EIR; however, Figure 4-1 has been revised as shown below.

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I006-212



I006-212

I006-213

Figure 4-3, Table 4-2, and associated text has been revised to include Mill Creek Linear Park. A Use Assessment for Mill Creek Park has been added to Chapter 4. Central Park has been removed from Table 4-2 and associated text since the park is located further than the 1,000-foot buffer. Chapter 4 is a NEPA requirement and has not been included in the Final Supplemental EIR; however, these changes were also made to Section 3.15 of the Draft Supplemental EIR/EIS. For these changes refer to Chapter 16 of this Final Supplemental EIR.

I006-214

Figure 4-6, Table 4-2, and associated text has been revised to include Mill Creek Linear Park. A Use Assessment for Mill Creek Park has been added to Chapter 4. Central Park has been removed from Table 4-2 and associated text since the park is located further than the 1,000-foot buffer. Chapter 4 is a NEPA requirement and has not been included in the Final Supplemental EIR; however, these changes were also made to Section 3.15 of the Draft Supplemental EIR/EIS. For these changes refer to Chapter 16 of this Final Supplemental EIR.

I006-215

Volume III, Section A, PDF Page 59, HSR Elevated Structures of the Draft Supplemental EIR/EIS, shows the elevated viaduct at 40 feet (base elevation to bottom of structure) and 55 feet (to bottom of structure) in the area over the Kern River Parkway as indicated on page 4-31. The statement referencing the viaduct height in Chapter 4 has been revised accordingly. Chapter 4 is a NEPA requirement and has not been included in the Final Supplemental EIR. The following changes were made to the first paragraph of the Kern River Parkway Use Assessment subsection in Section 4.3.2.1 on page 4-31 of the Draft Supplemental EIR/EIS:

The F-B LGA would cross above the Kern River Parkway on an elevated guideway at a height of approximately 4540 feet (from surface elevation to the bottom of the guideway) in an area that contains a pathway available for bikes and pedestrians and features that

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-215

serve floodway purposes.

I006-216

The City of Bakersfield's Making Downtown Bakersfield Vision Plan (May 2018; Vision Plan) does not reference a conversion of the Metropolitan Recreation Center hence there is no inconsistency between the Vision Plan and the Draft Supplemental EIR/EIS. No revisions to the Final Supplemental EIR have been made in response to this comment.

I006-217

The screening distance for vibration impacts is 275 feet from the HSR alignment. Land uses located beyond 275 feet from the HSR alignment would not have long-term operational vibration impacts. The Kern County Museum and park is located approximately 100 feet to the F Street Station and approximately 450 feet to the HSR track. The vibration analysis is based on the distance to the HSR track (not the F Street Station because the station would not generate vibration levels). Because the distance to the track exceeds the screening distance, no vibrational impact analysis is needed.

I006-218

The alignment crosses over Weill Park at approximate station 6909+00 shown in Volume III, Section A, sheet TT-D1040 of the Draft Supplemental EIR/EIS. The top of rail is approximately elevation 476 and the elevation of the park is 403. The difference to top of rail is 73 feet, and the clearance to the bottom of the structure is 58 feet. Chapter 4 of the Final Supplemental EIR has been revised accordingly. Chapter 4 is a NEPA requirement and has not been included in the Final Supplemental EIR. The following changes were made to the first paragraph of the Weill Park Use Assessment subsection in Section 4.3.2.1 on page 4-32 of the Draft Supplemental EIR/EIS:

The F-B LGA would pass over Weill Park on an elevated guideway at a height of approximately 7558 feet (from surface elevation to the bottom of the guideway) in an area that contains open grassy areas.

I006-219

Shading effects do not directly or indirectly alter the proposed Use of the Park. A permanent maintenance easement will be required and is discussed under the Kern River Parkway and Weill Park Use Assessments in Chapter 4. No revisions have been made to the Final Supplemental EIR in response to this comment.

I006-220

Kern River Parkway and Weill Park are the only parks where the F-B LGA crosses above on viaduct. Information regarding viaduct height and discussion of Aesthetics impacts are included in Section 4.3.2.1 of the Draft Supplemental EIR/EIS under the Use Assessment for each park. No revisions have been made to the Final Supplemental EIR in response to this comment.

I006-221

Weill Park was evaluated for potential vibration impacts from long-term operation of the HSR because it is located within the screening distance of 275 feet from the HSR alignment. The projected vibration level from the HSR is 74.7 VdB and this vibration level would not exceed the threshold of 75 VdB for Category 3 land uses (Institutional land uses with primarily daytime use including parks). Therefore, no vibration impacts would occur at Weill Park from long-term operation of the F-B LGA. The appropriate text in Chapter 4 of the Final Supplemental EIR has been revised accordingly. Chapter 4 is a NEPA requirement and has not been included in the Final Supplemental EIR. The following paragraph was added after the third paragraph of the Weill Park Use Assessment subsection in Section 4.3.2.1 on page 4-33 of the Draft Supplemental EIR/EIS:

Weill Park was evaluated for potential vibration impacts from long-term operations of the F-B LGA, because it is located within the screening distance of 275 feet from the alignment. The projected vibration level from the HSR is 74.7 VdB and this vibration level would not exceed the threshold of 75 VdB for Category 3 land uses (Institutional land uses with primary daytime use including parks). Therefore, no vibration impacts would occur at Weill Park from long-term operations of the F-B LGA.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-222

A *de minimis* finding for Section 4(f) indicates "No Use" of the 4(f) Property. As such, there is no impact to mitigate and no mitigation measures are required for Weill Park.

I006-223

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station.

The commenter requests a study evaluating the anticipated loss of economic opportunity relative to the Truxtun Avenue Station area if the F Street Station is selected. Since the May 2014 Project station has not been constructed and the station area has not been developed, it would be speculative to try to assess the "impacts of lost/foregone economic growth around the May 2014 Project Station Area if the F-B LGA is selected."

The F Street station site offers opportunities for a comprehensive planning effort to revitalize the greater downtown area through the conversion of auto-oriented corridors to complete streets that prioritize the pedestrian, greater transit, and multi-modal connectivity throughout downtown, and the revitalization of underutilized land. Public benefits derived from the Truxtun Avenue station location would be concentrated in a small geographic area that is already developed (2 percent of the Truxtun Avenue Station study area is vacant), with little benefit to the rest of the city. Although the May 2014 Project would result in benefits to those communities immediately adjacent to the Truxtun Avenue Station, which include minority and low-income populations, 6 percent of the F-B LGA (F Street Station) study area includes underutilized or vacant lands and is anticipated to generate greater economic growth that would benefit a larger population, including minority and low-income communities throughout the City.

In addition to increased opportunities for revitalization, the F Street Station site would involve the loss of fewer homes compared to the Truxtun Avenue Station, resulting in fewer impacts to minority and low-income residents adjacent to the Truxtun Avenue Station than would occur with the F Street Station.

I006-224

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station.

The commenter cites text from Section 5.2.3 of the Draft Supplemental EIR/EIS and requests incorporation of additional local studies. The planning documents listed in Section 5.2.3 of the Draft Supplemental EIR/EIS are consistent with the applicable documents discussed in the Fresno to Bakersfield Section Final EIR/EIS.

The KernCOG Transit Center Study is referenced in Section 3.13 of the Draft Supplemental EIR/EIS.

The Kern Council of Governments' Metropolitan Bakersfield High Speed Rail Terminal Impact Analysis (2003) evaluates three site areas for the Bakersfield Station: Airport Area (7th Standard Road), Golden State/M Street, and Truxtun Avenue/S Street. The Terminal Impact Analysis concludes that: "While all three station site vicinities appear capable for supporting high speed rail service, the Truxtun site is recommended as the most attractive site for the Bakersfield Station. All three of the identified station site vicinities appear to be physically developable into a station to serve future high speed rail patrons." (Kern Council of Governments, 2014: page E-5).

I006-225

The commenter questions the census data used to perform the analysis in the Draft Supplemental EIR/EIS. The analysis provided in Chapter 5 of the Draft Supplemental EIR/EIS uses the 2010 U.S. Census data for minority populations and the 2013 ACS data for poverty status. The same data sets were used to identify the minority and low-income populations for both the May 2014 Project and the F-B LGA.

I006-226

The commenter requests that the F-B LGA be analyzed in accordance with CalEnviroScreen data. CalEnviroScreen is a screening tool that evaluates the burden of pollution from multiple sources in a region while accounting for potential vulnerability to the adverse effects of pollution. CalEnviroScreen ranks census tracts in California based on the likelihood that residents could be exposed to pollutants, adverse environmental

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conditions, socioeconomic factors, and prevalence of certain health conditions. Each of the 20 CalEnviroScreen indicators is assigned a score for each census tract in the state based on the most up-to-date suitable data. Scores are weighted and added together to generate scores for pollution burden and population characteristics. Those scores are multiplied to give the final CalEnviroScreen score (OEHHA 2016). While CalEnviroScreen is regarded as a useful tool in screening for environmental burdens, it does not meet the needs for the level of analysis in the Draft Supplemental EIR/EIS for determining the HSR project's environmental impacts. The tool lacks the geographic specificity used in the identification of minority and low-income communities for the Draft Supplemental EIR/EIS; CalEnviroScreen does not account for historical and natural community divisions that pre-date the F-B LGA; and, the methodology for CalEnviroScreen is not compatible with the Fresno to Bakersfield Section Final EIR/EIS.

The process for identifying minority and low-income populations for the F-B LGA followed the methodology that was used for the Fresno to Bakersfield CIA, to maintain comparability between the F-B LGA and the HSR project alternatives presented in the Fresno to Bakersfield Section Final EIR/EIS. These methodologies are provided in the California High-Speed Train Project-Level Environmental Analysis Methodologies (Authority and FRA 2014). No variations from these procedures were made for the F-B LGA analysis, but United States Census (US Census) data was updated to reflect the most recently available data.

Summary Explanation of the F-B LGA's Environmental Justice Methodology in Comparison to CalEnviroScreen.

The F-B LGA methodology for identification of minority and low-income communities is compared to CalEnviroScreen's methodology for identification of minority and low-income communities and summarized below:

Table 4 Comparison of Methodologies in the Identification of Minority and Low-Income Communities

F-B LGA	CalEnviroScreen
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Minority and low-income areas are geographically defined as census block and block group populations that meet either or both of the following criteria:

1. The census block contains 50 percent or more minority persons and/or the census block group contain 25 percent or more low-income persons.
2. The percentage of minority and/or low-income persons in any census block or census block group is more than 10 percentage points greater than county average.¹
3. Kern County data was used to determine whether an area qualifies as minority or low-income under the second criterion above. Given that 61.4 percent of Kern County residents qualify as minorities and 22.9 percent of the population is below the poverty line, under the second criterion, communities with a minority population of 71.4 percent and/or a low-income population of 32.9 percent would be considered minority or low-income communities.

CalEnviroScreen uses an overall score based on pollution burden, sensitive population and socioeconomic population indicators to identify "disadvantaged" populations². The socioeconomic factors indexed for the overall CalEnviroScreen score for each California census tract include indicators on educational attainment, housing burdened low income households, unemployment, poverty, and linguistic isolation. Percentiles are assigned for each indicator and then the average of those values is calculated for a population characteristic score. The population characteristic score and the pollution burden score is scaled and then multiplied together to calculate an overall CalEnviroScreen score, which represents a given census tract's score relative to other places in the state.³

Indicators used in the CalEnviroScreen tool that are most similar to minority and low-income communities are the indicators poverty and linguistic isolation, as summarized:

Poverty, using the sampled data of the 2011-2015 American Community Survey, is defined as the "Percent of the population living below two times the federal poverty level."³

Linguistic Isolation, using the sampled data

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	<i>of the 2011-2015 American Community Survey, is defined as the "Percent [of population within the census tract with] limited English-speaking households."</i> ³
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¹ California High-Speed Rail Authority and U.S. Department of Transportation Federal Railroad Administration (Authority and FRA). 2017 California High-Speed Rail Authority Technical Report Community Impact Assessment. January, 2017.

² California Communities Environmental Health Screen Tool, Version 2 (CalEnviroScreen 2.0). 2014. Figure 1 – CalEnviroScreen 2.0 Indicator and Component Scoring. Office of Environmental Health Hazard Assessment (CalOEHHA) and the California Environmental Protection Agency, Sacramento, CA. Accessed Online on February 20, 2017 at <https://oehha.ca.gov/media/downloads/calenviroscreen/report/approachesnidentifydisadvantagedcommunitiesaug2014.pdf>

³ CalOEHHA. 2017. CalEnviroScreen 3.0. Office of Environmental Health Hazard Assessment (CalOEHHA) and the California Environmental Protection Agency, Sacramento, CA. Accessed Online on February 20, 2017 at <https://oehha.ca.gov/media/downloads/calenviroscreen/report/ces3report.pdf>

The methods explained in Table 4 show a fundamental difference in methodology for identifying minority and low-income communities. For the F-B LGA, minority and low-income census block and block group populations were identified as described in Table 4, and then the project's specific environmental effects were analyzed to determine if such effects would result in disproportionately high and adverse effects to identified minority and low-income populations. CalEnviroScreen analyzes existing conditions to determine where minority and low-income communities might exist and the level of environmental effect to which they might be exposed. CalEnviroScreen does not analyze a project's impact on the environment; rather, its use is limited to that of a screening tool and is not specific to a project's impacts. CalEnviroScreen assesses environmental factors and effects on a regional or communitywide basis and cannot be

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used in lieu of performing an analysis of the potentially significant impacts of any specific project. Accordingly, the tool is not intended to be used as a health or ecological risk assessment for a specific area or site[1]. CalEnviroScreen cannot produce risk assessments or predict cumulative health exposures; rather, it serves to provide a broad, geospatial summary of existing environmental justice conditions only. Following the methodology explained in Table 4, the F-B LGA identified potential environmental justice populations. Through extensive public outreach and community engagement processes as described in Section 5.5, Engagement with Potential Environmental Justice Populations of the Draft Supplemental EIR/EIS, the Authority reached out to minority and low-income community members and community-based organizations to receive input on potential impacts and mitigation in order to avoid, minimize, or mitigate disproportionately high and adverse effects on the populations; to ensure full and fair participation by minority and low-income populations in the process; and to prevent denial of, reduction in, or significant delay in the receipt of project benefits by minority and low-income populations (Authority and FRA 2017b). During the analysis of impacts, FRA and the Authority identified whether any of the minority and low-income populations would potentially be disproportionately affected by the project, taking into consideration the potential benefits to the community. Where minority or low-income populations were identified within the study area (the study area for environmental justice is located entirely within Kern County and is defined as the project corridor for the HSR project; this includes the F-B LGA, and the census blocks and block groups that lie completely or partially within a 0.5-mile radius of the F-B LGA and station facility), the impacts experienced by that population were compared with the resource study area and the larger reference community (Kern County) to determine whether the project would result in a disproportionately high and adverse impact. In addition, in determining whether the impact would be disproportionately borne by a minority and/or low-income population, the analysis considered if the project would implement measures to avoid or reduce the adverse effect, and/or provide benefits that would affect the minority and low-income populations.

CalEnviroScreen approaches environmental justice using the census tract as its scale of analysis. Census tracts are comprised of block groups, which are comprised of census blocks. Analyzing a project's impact using the population scale of a census tract is not ideal for linear-shaped projects like the F-B LGA. Census tracts generally have a

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population size between 1,200 and 8,000 people, with an optimum size of 4,000 people. A census tract usually covers a contiguous area; however, the spatial size of census tracts varies widely depending on the density of settlement (US Census Bureau 2012). By using a study area that is defined by both geographic (0.5-mile radius) and population size (census blocks or block groups), the analysis of environmental justice impacts is more precise than if the F-B LGA were to follow CalEnviroScreen's census tract-level analysis. The radius of impacts for the F-B LGA is no greater than 0.5 miles; therefore, if the Census tract methodology of CalEnviroScreen is used, the F-B LGA project would appear to result in greater impacts to minority and low-income population than it would in actuality.

Furthermore, CalEnviroScreen's methodology does not include the presence of historical and/or natural community divisions that pre-date the F-B LGA. Through consultation with minority and low-income community members and community-based organizations, the F-B LGA was able to leverage the qualitative data gained in these public outreach sessions to create an alignment that adheres to several existing community divisions, e.g., highways, the UPPR tracks, etc. In contrast, CalEnviroScreen, in some instances, could favor the creation of new community divisions—an impact that would negatively affect Kern County as a whole, as well as minority and low-income communities.

Because the F-B LGA comprises a portion of the larger Fresno to Bakersfield Section, it is important to maintain consistency across all high-speed rail segments when analyzing project impacts related to environmental justice. The F-B LGA methodology for analyzing environmental justice is the same methodology that was applied to the Fresno to Bakersfield Section Final EIR/EIS, which was certified by the Authority. Changing the environmental justice methodology that was applied in the Fresno to Bakersfield Section Final EIR/EIS for the F-B LGA analysis would create inconsistencies in avoidance and minimization and mitigation strategies among environmental justice populations along the high-speed train route.

The use of CalEnviroScreen as the sole environmental justice screening tool for the F-B LGA project would produce inadequate environmental justice impact analysis because of its broad, census tract-based identification of minority and low-income communities,

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its lack of analysis of natural and/or historical community divisions, and its inconsistency with the HSR environmental justice methodology. The current methodology used to analyze the project's environmental justice impacts meets the needs of the project and is sufficient in determining environmental justice impacts along the F-B LGA alignment.

[1] CalEPA and Office of Health Hazard Assessment (OEHHA), 2014. "California Communities Environmental Health Screening Tool Version 2.0 (CalEnviroScreen 2.0) – General Notes and Limitations, page iii." Accessed on July 17, 2017 at <https://oehha.ca.gov/media/CES20FinalReportUpdateOct2014.pdf>.

I006-227

The commenter requests clarification to the Draft Supplemental EIR/EIS text. As stated on pages 5-5 and 5-6 of the Draft Supplemental EIR/EIS, the resource study area for environmental justice includes the census blocks and block groups that lie completely or partially within a 0.5-mile radius from the F-B LGA centerline, proposed F Street station, and maintenance of infrastructure facility (MOIF). Many of these census blocks lie partially in the study area, but for the purpose of this analysis, the entire census block is considered. Therefore, for those census blocks that lie partially within the boundary, but extend further, the study area includes the entire census block. As a result, in some locations the environmental justice study area extends beyond the 0.5-mile boundary. This same study area boundary definition was used for the May 2014 Project.

I006-228

The commenter questions why the Draft Supplemental EIR/EIS identifies a higher percentage of minority and low-income populations than those identified in the Fresno to Bakersfield Section Final EIR/EIS. It is unclear to which numbers in Table 3.12-6 of the Fresno to Bakersfield Section Final EIR/EIS the commenter is referring. However, as described in Response to Comment I006-225 in Chapter 25 of this Final Supplemental EIR, to provide a valid comparison between the May 2014 Project and the F-B LGA, newer data sources were used to characterize the baseline conditions for the May 2014 Project than were used for the Fresno to Bakersfield Section Community Impact Assessment. In addition, the environmental justice study area for the May 2014 Project was determined based on the approved May 2014 Project alignment, which consists of

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a portion of the BNSF Alternative (from Poplar Avenue to Hageman Road) and the Bakersfield Hybrid (from Hageman Road to Oswell Street), as defined in the Fresno to Bakersfield Section Final EIR/EIS. Therefore, the numbers provided in the Draft Supplemental EIR/EIS are more current and more accurate than those presented in the Fresno to Bakersfield Section Final EIR/EIS.

I006-229

The commenter questions the limits of the May 2014 Project study area. As outlined in Response to Comment I006-227 in Chapter 25 of this Final Supplemental EIR, the environmental justice study area used for analysis includes the census blocks and block groups that lie completely or partially within a 0.5-mile radius of the May 2014 Project. Only those shaded areas (blocks) lying within or partially within the 0.5-mile radius were included in the analysis. The other shaded areas shown in Figure 5-2 are provided for information only and were not included in the analysis.

I006-230

The commenter requests revisions suggesting that the Truxtun Avenue Station is located in a low-income/minority population while the F Street Station is not. The Draft Supplemental EIR/EIS clearly describes the minority and low-income populations located in proximity to both the Truxtun Avenue and F Street station sites. On page 5-23, the Draft Supplemental EIR/EIS states:

As shown in Figure 5-2 and described above, minority and low-income populations in the May 2014 Project study area are located primarily in the urban areas of Shafter and Bakersfield. The communities around the proposed Truxtun Avenue Station contain many minority and low-income populations.

With regard to the F Street Station, the Draft Supplemental EIR/EIS states:

Around the F Street Station, minority and low-income populations are located primarily east/northeast of the station site (east of Chester Avenue) and south of SR 99.

No changes to the Final Supplemental EIR are required in response to this comment.

I006-231

The commenter requests the evaluation of impacts by city districts. In the Fresno to Bakersfield Section CIA (2012), Bakersfield was divided into districts for the analysis because the project alternative alignments would have traversed some of the city's neighborhoods. In the case of the F-B LGA, however, the majority of the alignment runs along major highways and existing railroad tracks, and in some areas, lies between major neighborhoods. When the F-B LGA first enters Bakersfield, it runs along State Route (SR) 99, between Bakersfield's northwest and northeast districts, as defined in the Fresno to Bakersfield Section CIA (2012). Therefore, the alignment would not result in a major division of either of these neighborhoods along this segment. As the alignment continues across the central district and into the eastern portion of the northeast district, it follows SR 204 and then the existing railroad corridor that traverses the city. A division already exists along this section based on existing transportation corridors, and the F-B LGA would not introduce a new division through these neighborhoods. Baseline data for the city was, therefore, presented as a whole rather than being divided into districts. Although this analysis provides Census data for the city as a whole, a qualitative analysis was performed regarding the potential division of neighborhoods, and quantitative minority and low-income community information was provided for all Census blocks along the proposed alignment.

The F-B LGA does not traverse the northwest district, but, instead runs along its eastern edge, between the northwest and northeast districts. In the areas where the F-B LGA crosses through the central and northeast districts, it generally follows either the highway or the railroad. Through the central district, the F-B LGA alignment is located between the highway and the railroad; however, no residential neighborhoods are located in this area. In the southern portion of the northeast district, the F-B LGA more closely follows the railroad and does not bisect any neighborhoods that are not already divided by the railroad. The properties that are affected along this section of the F-B LGA are generally industrial businesses. Given that the alignment does not traverse residential neighborhoods, there is little to no value in breaking apart the information by district.

The May 2014 Project, on the other hand, traverses through the middle of the northwest district. The majority of the alignment follows the BNSF railway and would not divide the

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communities in these areas; however, in the area where this alignment crosses Palm Avenue, it would bisect a residential neighborhood. Therefore, for the Fresno to Bakersfield Section CIA (2012), it made sense to disaggregate the data by district.

I006-232

The commenter states that the F-B LGA traverses the central and northeast districts of Bakersfield. As described above, the Draft Supplemental EIR/EIS acknowledges that the F-B LGA follows existing transportation corridors, including SR 204 and Sumner Street. However, no residential neighborhoods are located in these areas. Given that the alignment does not traverse residential neighborhoods, there is little to no value in breaking apart the information between the districts. For further explanation see Response to Comment I006-232 in Chapter 25 of this Final Supplemental EIR.

It is unclear how the referenced map link relates to the comments provided.

I006-233

The commenter points out that Oildale is in the unincorporated section of Kern County. Page 5-13 of the Supplemental EIR/EIS acknowledges that the community of Oildale is part of unincorporated Kern County: "Within Kern County, the F-B LGA directly affects three urban areas: the incorporated Cities of Shafter and Bakersfield, and the unincorporated community of Oildale. Unincorporated portions of Kern County are also included in the resource study area." However, unlike other unincorporated areas of Kern County, the community of Oildale is defined as a Census-Designated Place (CDP)[1] by the United States Census Bureau. The Census Bureau publishes much of the same data for CDPs as for incorporated areas, and therefore Census data was available for the community of Oildale. In addition, the community of Oildale is more densely populated than other areas in unincorporated Kern County and includes areas with minority and low-income populations. Therefore, data for the community of Oildale was included in the analysis, along with the data for unincorporated Kern County.

[1] A census-designated place (CDP) is a concentration of population defined by the

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United States Census Bureau for statistical purposes only. CDPs are populated areas that generally include one officially designated but currently unincorporated small community, plus surrounding inhabited countryside. The boundaries of a CDP have no legal status.

I006-234

The commenter requests an evaluation of environmental justice impacts by city districts. In the Fresno to Bakersfield Section CIA (2012), Bakersfield was divided into districts for the analysis because the project alternative alignments would have traversed some of the city's neighborhoods. In the case of the F-B LGA, however, the majority of the alignment runs along major highways and existing railroad tracks, and in some areas, lies between major neighborhoods. When the F-B LGA first enters Bakersfield, it runs along State Route (SR) 99, between Bakersfield's northwest and northeast districts, as defined in the Fresno to Bakersfield Section CIA (2012). Therefore, the alignment would not result in a major division of either of these neighborhoods along this segment. As the alignment continues across the central district and into the eastern portion of the northeast district, it follows SR 204 and then the existing railroad corridor that traverses the city. A division already exists along this section based on existing transportation corridors, and the F-B LGA would not introduce a new division through these neighborhoods. Baseline data for the city was, therefore, presented as a whole rather than being divided into districts. Although this analysis provides Census data for the city as a whole, a qualitative analysis was performed regarding the potential division of neighborhoods, and quantitative minority and low-income community information was provided for all Census blocks along the proposed alignment.

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residential neighborhoods, there is little to no value in breaking apart the information between the districts.

The May 2014 Project, on the other hand, traverses through the middle of the northwest district. The commenter is correct that the majority of the alignment follows the BNSF railway and would not divide the communities in these areas; however, in the area where this alignment crosses Palm Avenue, it would bisect a residential neighborhood. Therefore, for the Fresno to Bakersfield Section CIA (2012), it made sense to disaggregate the data by district.

I006-235

The commenter requests the evaluation of environmental justice impacts by city districts. In the Fresno to Bakersfield Section CIA (2012), Bakersfield was divided into districts for the analysis because the project alternative alignments would have traversed some of the city's neighborhoods. In the case of the F-B LGA, however, the majority of the alignment runs along major highways and existing railroad tracks, and in some areas, lies between major neighborhoods. When the F-B LGA first enters Bakersfield, it runs along State Route (SR) 99, between Bakersfield's northwest and northeast districts, as defined in the Fresno to Bakersfield Section CIA (2012). Therefore, the alignment would not result in a major division of either of these neighborhoods along this segment. As the alignment continues across the central district and into the eastern portion of the northeast district, it follows SR 204 and then the existing railroad corridor that traverses the city. A division already exists along this section based on existing transportation corridors, and the F-B LGA would not introduce a new division through these neighborhoods. Baseline data for the city was, therefore, presented as a whole rather than being divided into districts. Although this analysis provides Census data for the city as a whole, a qualitative analysis was performed regarding the potential division of neighborhoods, and quantitative minority and low-income community information was provided for all Census blocks along the proposed alignment.

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I006-236

The commenter points out that Oildale is in the unincorporated section of Kern County. Page 5-13 of the Draft Supplemental EIR/EIS acknowledges that the community of Oildale is part of unincorporated Kern County: "Within Kern County, the F-B LGA directly affects three urban areas: the incorporated Cities of Shafter and Bakersfield, and the unincorporated community of Oildale. Unincorporated portions of Kern County are also included in the resource study area." However, unlike other unincorporated areas of Kern County, the community of Oildale is defined as a Census-Designated Place (CDP)[1] by the United States Census Bureau. The Census Bureau publishes much of the same data for CDPs as for incorporated areas, and therefore Census data was available for the community of Oildale. In addition, the community of Oildale is more densely populated than other areas in unincorporated Kern County and includes areas with minority and low-income populations. Therefore, data for the community of Oildale was included in the analysis, along with the data for unincorporated Kern County.

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[1] A census-designated place (CDP) is a concentration of population defined by the United States Census Bureau for statistical purposes only. CDPs are populated areas that generally include one officially designated but currently unincorporated small community, plus surrounding inhabited countryside. The boundaries of a CDP have no legal status.

I006-237

In order to provide a valid comparison between the May 2014 Project and F-B LGA, newer data sources were used to characterize the baseline conditions for both the May 2014 Project and the F-B LGA. The same updated data sources were used in the analysis of the May 2014 Project and the F-B LGA.

I006-238

The commenter states that the outreach conducted prior to 2014 is not specific to the F-B LGA. Page 5-15 of the Draft Supplemental EIR/EIS clearly states that these 170 meetings were conducted for the Fresno to Bakersfield Section. Section 5.5 (pages 5-15 through 5-21) of the Draft Supplemental EIR/EIS provides a summary of the public outreach conducted for the overall Fresno to Bakersfield Section, as well as the outreach conducted specifically for the F-B LGA. All of the public input gathered during the outreach process, including the outreach conducted for the Fresno to Bakersfield Section and specific outreach conducted for the F-B LGA, has informed the development and analysis of the F-B LGA.

I006-239

The commenter requests revision to the references citing outreach prior to 2014. Section 5.5.1.2 of the Draft Supplemental EIR/EIS details the public outreach efforts specific to the F-B LGA and describes how outreach efforts targeted minority and low-income communities. As stated on page 5-19, five community open house meetings were held and outreach for those meetings included canvassing of Sumner Street and El Mercado Latino Area; mailing bilingual postcards to adjacent buildings and buildings within 0.5 mile of the proposed station; delivering flyers to organizations, including faith-based and environmental justice groups, social service agencies, local libraries, and

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community centers. The Authority hosted an activity center at El Mercado Latino Tianguis, various one-on-one stakeholder meetings, and meetings with the Bakersfield Chamber of Commerce, Shafter Chamber of Commerce and Sumner Street businesses. In addition, an F-B LGA-specific environmental justice-focused outreach community meeting, the Oildale Community Meeting, was held at the Riverview Community Center-Gymnasium in Bakersfield.

In response to this comment, the text of the Final Supplemental EIR has been revised to clarify the meetings targeted toward minority and low-income populations since December 2014. Refer to Chapter 16 of this Final Supplemental EIR.

I006-240

The commenter states that the outreach conducted prior to 2014 is not specific to the F-B LGA. Page 5-15 of the Draft Supplemental EIR/EIS clearly states that these 170 meetings were conducted for the Fresno to Bakersfield Section. Section 5.5 (pages 5-15 through 5-21) of the Draft Supplemental EIR/EIS provides a summary of the public outreach conducted for the overall Fresno to Bakersfield Section, as well as the outreach conducted specifically for the F-B LGA. All of the public input gathered during the outreach process, including the outreach conducted for the Fresno to Bakersfield Section and specific outreach conducted for the F-B LGA, has informed the development and analysis of the F-B LGA.

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In addition, an F-B LGA-specific environmental justice-focused outreach community meeting, the Oildale Community Meeting, was held at the Riverview Community Center-Gymnasium in Bakersfield.

I006-241

The commenter alleges that the Executive Director of the Kern County Black Chamber of Commerce (and his guests) were denied entry and the ability to attend the presentation given to the Greater Bakersfield Chamber of Commerce described in Section 5.5.1.2, Outreach Events, in Chapter 5 Environmental Justice of the Draft Supplemental EIR/EIS. The commenter goes on to request that this event be removed from the section. The commenter goes on to state that the Kern County Black Chamber of Commerce and Hispanic Chamber of Commerce were excluded from these outreach efforts and query why.

The Authority is committed to ensuring that no person or group is excluded from participation in the activities or services from this program. The Authority and its representatives have held meetings with government and public agencies throughout the project timeline to keep local officials and the population informed about the California High-Speed Rail progress. Refer to the California High-Speed Rail Authority's policy on Title VI and Environmental Justice at http://www.hsr.ca.gov/Programs/title_VI_program.html.

I006-242

The commenter states that the summary of the Oildale Community Meeting contained within the Draft Supplemental EIR/EIS is inaccurate. The issues, questions, and concerns identified in Chapter 5 of the Draft Supplemental EIR/EIS (page 5-21), specifically, those raised at the Oildale Community Meeting, are based on the Authority's summary of this meeting. The summary provided on page 5-21 is based on the testimony provided by meeting attendees or comment cards submitted to Authority staff or its representatives. Oral comments provided directly to staff and outside of the comment window provided at the meeting are not part of the official record.

I006-243

This comment relates to purported emails that were sent to the Authority questioning the outreach efforts. In 2015, the automated reply generated by the Authority's email response program acknowledged commenters' support of the Bakersfield F Street Station Alignment (earlier name to the F-B LGA). The automated reply was later revised to include a neutral reply. The comments submitted by the individuals referenced in this comment have been reviewed and none of the commenters commented on low-income or minority populations or opportunities. The topics ranged from their preference of the hybrid alignment, requests for additional meetings, and clarification questions regarding opportunities to comment.

I006-244

The commenter requests a discussion of the impacts of siting the HSR Station at F Street as opposed to Truxtun Avenue. The commenter is correct that the area around the proposed Truxtun Avenue Station includes residential uses, with minority and low-income communities concentrated south of Truxtun Avenue. The area around the F Street Station has limited residential uses with minority and low-income populations located primarily east/northeast of the station site and south of State Route 204 as shown in Figure 5-3 (page 5-18 of the Draft Supplemental EIR/EIS). However, the F Street station site offers opportunities for a comprehensive planning effort to revitalize the greater downtown area through the conversion of auto-oriented corridors to complete streets that prioritize the pedestrian, greater transit, and multi-modal connectivity through the downtown and the revitalization of underutilized land, including development of transit-oriented housing, which could benefit minority and low-income populations. Furthermore, the F Street Station would be designed as a multi-modal transportation hub that would maximize intermodal transportation opportunities.

In addition to increased opportunities for revitalization, the F Street Station site would involve the loss of fewer homes compared to the Truxtun Avenue Station, resulting in fewer impacts to minority and low-income residents adjacent to the Truxtun Avenue Station than would occur with the F-B LGA.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-245

The commenter is correct. Bakersfield High School would not be impacted by the May 2014 Project. Chapter 5 of the Final Supplemental EIR has been revised to remove references to impacts to Bakersfield High School associated with the May 2014 Project. Refer to Chapter 16 of this Final Supplemental EIR.

I006-246

Page 5-28 of the Draft Supplemental EIR/EIS states:

The May 2014 Project would result in disproportionately high and adverse effects on minority and low-income populations. As described below, for most resource topics, implementation of avoidance and minimization measures, as well as mitigation measures would reduce identified impacts such that disproportionately high and adverse effects on minority and low-income populations would not occur. However, for noise and vibration, socioeconomic and communities, land use, parks and recreation, and visual resources, the mitigation measures would not completely reduce impacts resulting from operation of the May 2014 Project in communities with minority and low-income populations. Because the mitigation measures do not eliminate the adverse impacts and because the noise and vibration, socioeconomic and communities, land use, parks and recreation, and visual impacts would be greater for minority and low-income populations when compared to the reference community, operation of the May 2014 Project would have a disproportionately high and adverse effect on minority and low-income populations.

As stated above, the May 2014 Project would result in disproportionately high and adverse effects on minority and low-income populations related to noise and vibration, socioeconomic and communities, land use, parks and recreation, and visual impacts. No changes have been made to the Final Supplemental EIR based on this comment.

I006-247

The purpose of the Supplemental EIR/EIS is to evaluate the environmental impacts of the F-B LGA. For comparison, a summary of the impacts resulting from the May 2014 Project have been provided for each environmental topic. The section referenced by the

I006-247

commenter provides a discussion of the community division impacts associated with the F-B LGA; therefore, a statement about the May 2014 Project would be inappropriate in this context.

Chapter 2 (page 2-6) provides a description of the May 2014 Project alignment as follows:

The May 2014 Project alignment runs primarily at-grade as it follows the BNSF corridor and SR 43 through Shafter and SR 58 into Bakersfield. It parallels the F-B LGA until approximately Beech Avenue, where it diverges from the F-B LGA, parallels the BNSF right-of-way in a southeasterly direction, and then curves back to the northeast to parallel the BNSF tracks toward Kern Junction. After crossing Truxtun Avenue, the alignment curves to the southeast to rejoin the F-B LGA and parallel the UPRR tracks and Edison Highway to its terminus at Oswell Street. The May 2014 Project begins at-grade but elevates through Shafter for a distance of about 4 miles between North Shafter Avenue and Cherry Avenue and in Bakersfield at Country Breeze Place and continues as an elevated structure all the way to the project terminus at Oswell Street.

To address the comment, Chapter 5 of the Final Supplemental EIR has been revised to reflect proximity of the May 2014 Project alignment to the BNSF railway. Refer to Chapter 16 of this Final Supplemental EIR.

I006-248

Table 5-3 of the Draft Supplemental EIR/EIS provides a summary comparison of the disproportionately high and adverse effects to minority and low-income communities resulting from construction and operation of the May 2014 Project and the F-B LGA. The identification of impacts is based on the analysis provided in the Fresno to Bakersfield Section Final EIR/EIS and the assessment of environmental impacts identified in the environmental sections in the Draft Supplemental EIR/EIS. Revisions made to the Final Supplemental EIR in response to comments submitted on the document have not resulted in changes to the findings of the document. Accordingly, Table 5-3 has not been revised.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-249

As described in Response to Comment I006-225 in Chapter 25 of this Final Supplemental EIR, to provide a valid comparison between the May 2014 Project and the F-B LGA, the analysis for the May 2014 Project was updated using newer data sources and the approved May 2014 Project alignment. As such, the data and impact numbers included in the Draft Supplemental EIR/EIS are more accurate than the tables provided in the Fresno to Bakersfield Section Final EIR/EIS. Therefore, the statement that: "Lesser impacts would occur under the F-B LGA as it would result in the displacement of 86 residential units compared to the May 2014 Project, which would displace 384 residences" is correct. No changes to the Final Supplemental EIR are required in response to this comment.

I006-250

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

As described in Response to Comment I006-225 in Chapter 25 of this Final Supplemental EIR, to provide a valid comparison between the May 2014 Project and the F-B LGA, the analysis for the May 2014 Project was updated using newer data sources and the approved May 2014 Project alignment. As such, the data and impact numbers included in the Draft Supplemental EIR/EIS is more accurate than the tables provided in the Fresno to Bakersfield Section Final EIR/EIS. However, the numbers provided in Chapter 5 are slightly different than those presented in Section 3.13 Station Planning, Land Use, and Development. Therefore, Chapter 5 of the Final Supplemental EIR has been revised for consistency. Refer to Chapter 16 of this Final Supplemental EIR.

I006-251

Although the May 2014 Project would follow the existing BNSF railway corridor, as described in Response to Comment I006-231, the May 2014 Project would convert more residential land uses to transportation uses than the F-B LGA. Further, much of the residential land that would be converted as a result of the May 2014 Project is located within urban areas where minority and low-income populations are located. Therefore, for the purposes of the environmental justice analysis, fewer impacts associated with conversion of land would occur under the F-B LGA compared to the May 2014 Project.

I006-251

Page 5-47 of the Draft Supplemental EIR/EIS describes potential impacts to minority and low-income populations resulting from conversion of agricultural land associated with the F-B LGA:

In rural areas, such as the unincorporated rural agricultural areas in Kern County, implementation of the F-B LGA would convert agricultural land uses to transportation uses. The F-B LGA would substantially increase the intensity of the use of this land but would not change adjacent land uses. Existing adjacent agricultural land would continue in agricultural use, and the alignment would not have an indirect effect on adjoining agricultural uses. These rural areas have few scattered low-density minority and/or low-income populations. For discussion of the impact of the F-B LGA on agricultural lands see Section 3.14 of the Draft Supplemental EIR/EIS.

Because the conversion of agricultural land has limited impacts to minority and low-income populations, it is not discussed further in Table 5-3.

I006-252

As described on page 8-A-114 of the Draft Supplemental EIR/EIS, "potential impacts to parks, recreation, and open space would be less under the F-B LGA than the May 2014 Project due to the fewer number of parks and schools located in the study area, as well as the nature and intensity of anticipated impacts."

Specifically, the May 2014 Project would result in more intense impacts to the Kern River Parkway, and would result in permanent impacts to Mill Creek Linear Park. Permanent impacts to Mill Creek Linear Park would not occur under the F-B LGA, though temporary, construction-related impacts would occur and be reduced to a less-than-significant level with implementation of required mitigation measures. Weill Park would be impacted by the F-B LGA, but would not be impacted by the May 2014 Project. Both Weill Park and Mill Creek Linear Park are located in proximity to minority and low-income populations. However, Weill Park is a smaller recreational facility, consisting of grassy fields and is not adjacent to residences. Mill Creek Linear Park is a larger recreational facility, which would be more intensely, impacted by the May 2014

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-252

Project due to the introduction of a new 90-foot-wide maintenance easement to accommodate the placement of permanent footings for columns that would support the guideway.

Therefore, the statement on page 5-50 of the Draft Supplemental EIR/EIS is correct: "Lesser impacts would occur under the F-B LGA because fewer parks and schools are located in close proximity to project activities than under the May 2014 Project and mitigation would provide appropriate compensation for permanently acquired parklands."

I006-253

As described in Response to Comment I006-226 in Chapter 25 of this Final Supplemental EIR, the two primary sources for demographic data are the Decennial Census of Population and the 5-year ACS from the U.S. Census Bureau. For this analysis, the identification of minority populations relies on data provided for all individuals in the study area and the identification of low-income communities relies on data provided by households (e.g., residences). Based on this data, it is impossible to identify minority and low-income businesses or to distinguish minority and low-income property owners from minority and low-income business operators. However, information on minority and low-income businesses has been gathered through public outreach and other community sources.

Key to the visual impact analysis is viewer exposure and view sensitivity. Viewer exposure is the physical location of each viewer group, the number of people in each viewer group, and the duration of their view. Visual sensitivity is the receptivity of different viewer groups to the visual environment and its elements. Local business staff and commuters are generally considered low to moderate sensitive viewers because visual quality is not typically a focus or expectation associated with their activity (Authority and FRA 2014). By contrast, local residents are usually considered highly sensitive viewers because the duration of views, perception to visual changes, and the expectation of visual quality is high. As such, visual impacts to residences are considered to be more substantial than those for businesses or commercial areas.

I006-254

Refer to Responses to Comments I006-239 and I006-253 in Chapter 25 of this Final Supplemental EIR. Section 5.5.1.2 of the Draft Supplemental EIR/EIS details the public outreach efforts specific to the F-B LGA and describes how outreach efforts targeted minority and low-income communities.

I006-255

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station.

The commenter requests a study evaluating the anticipated loss of economic opportunity relative to the Truxtun Avenue Station area if the F Street Station is selected. Since the May 2014 Project station has not been constructed and the station area has not been developed, it would be speculative to try to assess the "impacts of lost/foregone economic growth around the May 2014 Project Station Area if the F-B LGA is selected."

The F Street station site offers opportunities for a comprehensive planning effort to revitalize the greater downtown area through the conversion of auto-oriented corridors to complete streets that prioritize the pedestrian, greater transit, and multi-modal connectivity throughout downtown, and the revitalization of underutilized land. Public benefits derived from the Truxtun Avenue station location would be concentrated in a small geographic area that is already developed (2 percent of the Truxtun Avenue Station study area is vacant), with little benefit to the rest of the city. Although the May 2014 Project would result in benefits to those communities immediately adjacent to the Truxtun Avenue Station, which include minority and low-income populations, 6 percent of the F-B LGA (F Street Station) study area includes underutilized or vacant lands and is anticipated to generate greater economic growth that would benefit a larger population, including minority and low-income communities throughout the City.

In addition to increased opportunities for revitalization, the F Street Station site would involve the loss of fewer homes compared to the Truxtun Avenue Station, resulting in fewer impacts to minority and low-income residents adjacent to the Truxtun Avenue Station than would occur with the F Street Station.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-255

I006-256

Page 3.12-49 of the Draft Supplemental EIR/EIS describes the potential impacts of placing the F-B LGA along Sumner Street:

The rail line would remain elevated on a viaduct structure and would generally parallel the UPRR corridor throughout the portion of the F-B LGA that traverses the city of Bakersfield. Along Sumner Street and Edison Highway, the rail line would be elevated on viaduct directly above these streets. The F-B LGA would not, therefore, block passage on any of the streets that cross the F-B LGA through the city, and existing connections and linkages between neighborhoods would be maintained.

The F-B LGA would not introduce a new division through any communities along Sumner Street for three reasons. First, the alignment would not cross through any residential communities in this area because the affected properties along Sumner Street generally support industrial uses rather than residential or other neighborhood-serving uses. Second, the alignment would follow the railroad tracks on the eastern edge of this predominantly industrial neighborhood, and would not cross through the neighborhood. Third, the railroad tracks already divide the industrial neighborhoods that are located on either side of the tracks.

I006-257

The commenter asks how minority and low-income communities would be impacted from the lack of an Amtrak/Bakersfield HSR intermodal connection, and asks how the removal of a planned intermodal Amtrak connection considered under the May 2014 Project is considered a transit improvement.

Minority and low-income communities would not be impacted from a lack of Amtrak/Bakersfield HSR intermodal connection, as this has not yet been built and therefore cannot be removed. Transit links between the F Street Station and the existing Amtrak Station are planned by the City of Bakersfield, as discussed in the Making Downtown Bakersfield Station Area Vision Plan, adopted in May 2018. The F-B LGA

I006-257

would provide transit improvements for minority and low-income communities compared to existing conditions, which do not include high-speed rail access at all.

I006-258

The commenter asks why a document, the Hybrid LGA Cost Estimate Report, that was provided by Authority was not provided as an appendix to or as part of the Draft Supplemental EIR/EIS itself. The Authority provided this document to the commenter per his request was not used in preparation of the Draft Supplemental EIR/EIS. This document, dated October 26, 2017, was prepared when the Draft Supplemental EIR/EIS was already in production. A previous version, dated December 8, 2016, of the Hybrid LGA Cost Estimate Report was used in the Draft Supplemental EIR/EIS and is also available upon request from the Authority. The Draft December 2016 version of the Cost Estimate Report and the Final October 2017 version of the Cost Estimate Report relied on the same methodology as was presented in the 2013 Cost Estimate Report (Final EIR/EIS). The changes made to the Cost Estimate Report between the draft and final versions did not change the findings presented in Chapter 6 of the Draft Supplemental EIR/EIS. No changes have been made to the Final Supplemental EIR in response to this comment.

The commenter asks why the document in question was not circulated as an appendix to or as part of the Draft Supplemental EIR/EIS itself. All source documents used in the preparation of the Draft Supplemental EIR/EIS and Final Supplemental EIR are available by request, pursuant to the Public Records Act. Instructions and further information about Public Records Act requests can be found on the Authority's website.

The Authority encourages written requests submitted via email to records@hsr.ca.gov.

To send a written request via postal mail:
California High-Speed Rail Authority
Marie Hoffman/Public Records Officer
770 L Street, Suite 620 MS1
Sacramento, CA, 95814

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-258

Written requests should include details that will enable staff to identify and locate the requested records. The request should include a telephone number where the person requesting the records can be reached to discuss the request if the Authority needs additional information to locate records.

Within 10 days from the date the request is received, the Authority will make a determination on the request and will notify the requester of its decision. If the determination cannot be made within 10 days due to unusual circumstances as defined in Government Code section 6253.1, the Authority will notify the requesting person of the reasons for the delay and the date when the determination will be issued. No such notice shall specify a date that results in an extension of more than 14 days.

I006-259

The commenter asks why costs associated with the HMF are included in cost estimates for the May 2014 Project. The commenter asks what the May 2014 Project costs would be without the HMF. The indicated costs, from line 40.08.442 of Appendix E of the October 26, 2017 Cost Estimate Report, refers to "Roadway Overcrossing HSR – 2 lane roadway on embankment over 4 tracks," and is not associated with the Shafter HMF as the commenter claims. According to the Fresno to Bakersfield Final EIR/EIS Volume III Section C Roadway and Grade Separation Plans, there are six instances of two-lane roadways crossing over four rail tracks south of Poplar Ave (including Poplar Ave), and these are not associated with the proposed Shafter HMF. These are the correct May 2014 Project costs and do not include transportation improvements specific and only required as part of the HMF, as the commenter has asserted.

I006-260

The commenter asks whether unit price adjustments were made for both the May 2014 Project and F-B LGA cost estimates. Cost estimates were adjusted to be comparable across all categories, in order to maintain a consistent programmatic approach to the estimate.

I006-261

The commenter refers to meeting minutes from the December 19, 2016 FB LGA Engineering Cost Estimate Validation Meeting, which were included as Appendix I, and asks whether item 2: Spreadsheet Logic has been completed. This calls attention to item 10.14, in which values have been doubled, and requests that this be corrected for the May 2014 Project and the F-B LGA. The December 19, 2016 meeting was in response to the December 8, 2016 Cost Estimate Report. In the October 26, 2017 Cost Estimate Report, the doubled values for item 10.14 as seen in the December 8, 2016 Cost Estimate Report have been corrected for the May 2014 Project and the F-B LGA.

The Draft December 2016 version of the Cost Estimate Report and the Final October 2017 version of the Cost Estimate Report relied on the same methodology as was presented in the 2013 Cost Estimate Report (Final EIR/EIS). The changes made to the Cost Estimate Report between the draft and final versions did not change the findings presented in Chapter 6 of the Draft Supplemental EIR/EIS. No changes have been made to the Final Supplemental EIR in response to this comment.

I006-262

The commenter refers to meeting minutes from the December 19, 2016 FB LGA Engineering Cost Estimate Validation Meeting, which were included as Appendix I, and asks whether the City Cost Index was changed to Los Angeles. Estimating methodology and basis of unit prices presented were corrected to be consistent with "Capital Cost Estimate Report - Fresno to Bakersfield Section High-Speed Train Project Final EIR/EIS" dated January 2014 (CCER).

I006-263

The commenter refers to meeting minutes from the December 19, 2016 FB LGA Engineering Cost Estimate Validation Meeting, which were included as Appendix I, and asks whether UPRR structures were added to Maintenance of Traffic. UPRR structures were added to Maintenance of Traffic, as evidenced by the increased cost for the F-B LGA in 10.02.99, Maintenance of Traffic in the October 26, 2017 Cost Estimate Report as compared to the December 8, 2016 Cost Estimate Report.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-264

The commenter refers to meeting minutes from the December 19, 2016 FB LGA Engineering Cost Estimate Validation Meeting, which were included as Appendix I, and asks why the quantity of Ballasted Track for the hybrid was revised from 2 to 3.37 miles. This correction amends an error in previous calculations. This correction was made before the calculations presented in the December 8, 2016 Cost Estimate Report and is carried forward in the October 27, 2017 Cost Estimate Report. The miles of Ballasted Track for the F-B LGA remains higher (3.45 miles) than the May 2014 Project.

I006-265

The commenter asks why there are cost variations between the Hybrid Alignment (May 2014 Project) and the F-B LGA regarding viaduct structures. The May 2014 Project and the F-B LGA follow different alignments and involve different construction footprints, structures, viaducts, etc. That the costs associated with each alignment would be different is inevitable. The F-B LGA would be elevated on viaduct for approximately 9.9 miles, whereas the May 2014 Project would be elevated on viaduct for approximately 12.4 miles.

The commenter also asks whether design changes could reduce the cost of the May 2014 Project Track Structure Viaduct. The requirements of the alignment, particularly in the approach to Bakersfield from west to east, dictate the amount of viaduct necessary. This section of viaduct accounts for 8.4 of the 12.4 miles of viaduct along the May 2014 Project, primarily necessary because the approach would include too many road over- or undercrossings to be feasible, if changed to at-grade.

I006-266

The commenter asks why the May 2014 Project includes a Maintenance of Way Facility, referred to in the Draft Supplemental EIR/EIS as a Maintenance of Infrastructure Facility (MOIF), while the F-B LGA does not. The F-B LGA would have a MOIF, which is proposed near Shafter. Refer to Section 2.4.4.1 of the Draft Supplemental EIR/EIS for more information about the F-B LGA MOIF. Estimated costs for this facility are the same as for the May 2014 Project, as shown on line 30.04.010, on page 10 of Appendix E of the October 2017 Cost Estimate Report, or page 24 of the PDF of the October 2017 Cost Estimate Report.

I006-267

The commenter asks why the May 2014 Project includes "Ballasted Track – Yard Track" and "Ballasted Turnout, No. 15," while the F-B LGA does not. The F-B LGA would include "Ballasted Track – Yard Track" and "Ballasted Turnout, No. 15." There would be 3.37 route miles of Ballasted Track – Yard Track for the May 2014 Project, and 3.45 route miles for the F-B LGA. Costs for these are similar to costs listed for the May 2014 Project, as shown on line 30.05.110, on page 10 of Appendix E of the October 2017 Cost Estimate Report, or page 24 of the PDF of the October 2017 Cost Estimate Report.

I006-268

The commenter asks why the May 2014 Project includes a "Retaining Wall – 1 Wall (6' Avg. Height)" while the F-B LGA does not. The F-B LGA would include a "Retaining Wall – 1 Wall (6' Avg. Height)." The May 2014 Project would require 27,615 feet of retaining walls with 6-foot average height, while the F-B LGA would require 190 feet of comparable retaining wall. Costs for these are shown on line 40.05.006, on page 11 of Appendix E of the October 2017 Cost Estimate Report, or page 25 of the PDF of the October 2017 Cost Estimate Report.

I006-269

The commenter asks why there are cost variations between the Hybrid Alignment (May 2014 Project) and the F-B LGA regarding Category 20.07, "Automobile, bus, van accessways including roads." The May 2014 Project and the F-B LGA follow different alignments and involve different construction footprints, structures, viaducts, etc. That the costs associated with each alignment would be different is inevitable. The breakdown of items under category 20.07 shows that none of the individual items are required in similar quantities for the May 2014 Project and the F-B LGA, which in part accounts for the difference in overall costs under this category.

I006-270

The commenter asks why there are cost variations between the Hybrid Alignment (May 2014 Project) and the F-B LGA regarding Category 40.02, "Site Utilities, Utility Relocation." The May 2014 Project and the F-B LGA follow different alignments and involve different construction footprints, structures, viaducts, etc. That the costs associated with each alignment would be different is inevitable. The breakdown of items

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-270

under category 40.02 shows that, in particular, Utility Relocation Allowance, Level 6 would be required for 11.94 route miles of the May 2014 Project and 5.42 route miles of the F-B LGA, and Major Utility Relocation, Aerial Transmission Line would be required for 23.91 route miles of the May 2014 Project, while it would only be required for 0.48 route mile of the F-B LGA. These differences account for a large part of the difference in overall costs under this category.

I006-271

The commenter asks why there are cost variations between the Hybrid Alignment (May 2014 Project) and the F-B LGA regarding Category 40.05, "Site Structures Including Retaining Walls, Sound Walls." The May 2014 Project and the F-B LGA follow different alignments and involve different construction footprints, structures, viaducts, etc. That the costs associated with each alignment would be different is inevitable. The breakdown of items under category 40.05 shows that, in particular, the May 2014 Project would require 27,615 feet of retaining walls with 6-foot average height, while the F-B LGA would require 190 feet of comparable retaining wall. Additionally, Blast Wall (At Stations), Sound Walls, Canal Realignment, and Hydraulic Crossings would all create higher costs for the May 2014 Project than for the F-B LGA. These differences account for a large part of the difference in overall costs under this category.

I006-272

The commenter asks why there are cost variations between the Hybrid Alignment (May 2014 Project) and the F-B LGA regarding Category 40.06 "Temporary facilities and other indirect costs during construction." The May 2014 Project and the F-B LGA follow different alignments and involve different construction footprints, structures, viaducts, etc. That the costs associated with each alignment would be different is inevitable.

I006-273

The commenter asks why there are cost variations between the Hybrid Alignment (May 2014 Project) and the F-B LGA regarding Category 40.07 "Purchase or lease of real estate." The May 2014 Project and the F-B LGA follow different alignments and involve different construction footprints, structures, viaducts, etc. That the costs associated with each alignment would be different is inevitable. The May 2014 Project would require

I006-273

more land acquisition than the F-B LGA, which accounts for a large part of this variation. Refer to Sections 3.12, 3.13, 3.14, and Appendix 8-A of the Draft Supplemental EIR/EIS for more information about land acquisition.

I006-274

The commenter lists individual highway, pedestrian overpass, and grade separation cost items, asking whether they are included in F-B LGA. Refer to page 11 of Appendix E, page 25 of the PDF. As the alignments are different, some cost items are applicable to the May 2014 Project (lines 40.08.346, 40.08.432, and 40.08.422) and some are applicable to F-B LGA (40.08.425A, 40.08.425B, 40.08.425C, 40.08.425D, 40.08.435A, 40.08.435B, and 40.08.440A). Only one category, 40.08.999, "Maintenance of Traffic," is applicable to both alternatives.

I006-275

The commenter asks for the distances and costs associated with elevated and at-grade tracks; the commenter also asks for per-mile and aggregate cost estimates of both types of track for both the F-B LGA and the May 2014 Project. Chapter 6 of the Draft Supplemental EIR/EIS was prepared providing the same level of detail as presented in the Fresno to Bakersfield Section Final EIR/EIS. The specific costs the commenter asks for would not, therefore, belong in the Draft Supplemental EIR/EIS chapter. Refer to the October 2017 Cost Estimate Report for this level of detail. In the October 2017 Cost Estimate Report, on pages 23 and 24 of the PDF, 10.01 through 10.14 provide a breakdown of track costs and mileage for the May 2014 Project and the F-B LGA.

There are 27 different types of elevated track in the Cost Estimate for F-B LGA, and 21 different types for the May 2014 Project. Each type has its own unit price. Equally, there are a large number of different at-grade track types, with different unit prices. The Cost Estimate Report provides this breakdown.

I006-276

The commenter states that the stations for the May 2014 Project and the F-B LGA are supposed to be comparable facilities and requests an explanation for the \$10 million

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-276

cost difference.

Refer to the October 2017 Cost Estimate Report for details, available from the Authority upon request. In the October 2017 Cost Estimate Report, on page 24 of the PDF, 20.02 through 20.07 provide a breakdown of station area costs for the May 2014 Project and the F-B LGA. Station building costs, according to category 20.02, are the same. The cost difference comes from pedestrian and bike access, landscaping, parking lots, and accessways including roads for automobile, bus, and vans. In particular, the May 2014 Project would require significantly more roadway modifications and refurbished paving than the F-B LGA. 20.07 "Automobile, bus, van accessways including roads" shows an approximately \$6,545,730 difference between the May 2014 Project and the F-B LGA, primarily in items 20.07.010 "Roadway Modification New AC Paving" and 20.07.035 "Roadway Modification, Refurb AC Paving (including Curb & Sidewalk)." Costs for pedestrian or bike access and accommodation, landscaping, and parking lots for the F-B LGA are also lower than the May 2014 Project. 40.08.435A and 40.08.435B on page 25 of the 2017 Cost Estimate Report include the two planned pedestrian overcrossings for station access. These values total approximately \$844,907, less than the approximately \$1,841,538 for the May 2014 Project's comparable 20.06 "Pedestrian/bike access and accommodation, landscaping, and parking lots for the May 2014 Project."

Refer to Appendix D of the 2017 Cost Estimate Report (page 12 of the PDF) for Allocated Contingency calculations, which are based on the total allocated costs. For 20 "Stations, Terminals, Intermodal," the May 2014 Project's higher station costs (approximately \$8,387,268 higher) means that the allocated contingency for the May 2014 Station is also higher, by approximately \$2,096,817. When summed the total difference in station costs between the May 2014 Project and the F-B LGA is approximately \$10,475,085, as reflected in Table 6-1 of the Draft Supplemental EIR/EIS.

I006-277

The commenter asks for an explanation of the cost difference between the May 2014 Project and the F-B LGA given that the F-B LGA would impact large commercial and industrial facilities, including some with identified hazardous materials. Refer to the October 2017 Cost Estimate Report for details.

I006-277

In the October 2017 Cost Estimate Report, on pages 24 and 25 of the PDF, 40.01-40.08 provide a breakdown of Site Work, Right-of-Way, Land, and Existing Improvements costs for the May 2014 Project and the F-B LGA. In particular, the May 2014 Project would require significantly more route miles of 40.02.060 "Major Utility Relocation, Aerial Transmission Line," more 40.05.006 "Retaining Wall – 1 Wall (6' Average Height)," more 40.05.212 "Sound Wall – 1 Wall (16' Average Height)," and more 40.07 "Purchase or lease of real estate." There are other categories for which F-B LGA costs are higher, such as 440.02.004 "Utility Relocation Allowance, Level 4," 40.05.404 "Canal Realignments (155' x 10' Trench)," and 40.08 "Highway/pedestrian overpass/grade separations." There are also several categories that have roughly similar costs for both the May 2014 Project and the F-B LGA, such as 30.05 "Yard and yard track," 20.02 "Station Buildings: Joint use (commuter rail, intercity bus)." Cost estimates for hazardous materials are also included in the Cost Estimate Report: 40.03.105 "Hazardous Material Removal Allowance, Medium" shows that costs for hazardous material removal would be similar for both alternatives.

I006-278

The commenter asks why there are cost variations between the May 2014 Project and the F-B LGA regarding line "50: Communications and Signaling." The May 2014 Project and the F-B LGA follow different alignments and involve different construction footprints, structures, viaducts, etc. That the costs associated with each alignment would be different is inevitable. The May 2014 Project is 0.81 mile longer than the F-B LGA, resulting in slightly higher costs for communications and signaling.

I006-279

The commenter asks why there are cost variations between the May 2014 Project and the F-B LGA regarding line "60: Electric Traction." The May 2014 Project and the F-B LGA follow different alignments and involve different construction footprints, structures, viaducts, etc. That the costs associated with each alignment would be different is inevitable. The May 2014 Project is 0.81 mile longer than the F-B LGA, resulting in slightly higher costs for electric traction.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-280

The commenter asks why there are cost variations between the May 2014 Project and the F-B LGA regarding line “80: Professional Services.” The May 2014 Project and the F-B LGA follow different alignments and involve different design requirements, construction footprints, structures, viaducts, etc. That the costs associated with each alignment would be different is inevitable. The May 2014 Project has higher costs associated with Final design, construction administration and management, and legal fees, permit fees, and fees for review by other agencies, cities, etc., than the F-B LGA, resulting in higher costs altogether.

I006-281

The commenter asks why line “90: Unallocated Contingency” shows higher costs for the May 2014 Project than for the F-B LGA. The unallocated contingency represents approximately 3.9 percent of the total cost estimate for each alignment. The differences between the May 2014 Project and F-B LGA unallocated contingencies are proportionate to the differences in cost estimates for the total alignments.

I006-282

The commenter asks for the costs associated with constructing the interchange at F Street and Golden State Avenue. Refer to the October 2017 Cost Estimate Report for this level of detail. In the October 2017 Cost Estimate Report, on page 25 of the PDF, 40.08.425A provides a cost estimate for the interchange equaling \$44,970,428.

I006-283

The commenter cites a statement from Chapter 6 of the Supplemental EIR/EIS, which states that environmental mitigation costs are estimated at approximately 1 percent of the capital cost, given potential project impacts and typical mitigation costs in the region. The commenter asks whether this is an appropriate methodology, and points out that the May 2014 Project impacts more residential land uses and the F-B LGA impacts more commercial and industrial land uses.

The mitigation costs are not determined by taking 1 percent of the capital costs; this is not the methodology used to estimate the environmental mitigation costs. As the statement from Chapter 6 explains, the environmental mitigation costs were calculated

I006-283

based on potential project impacts and typical mitigation costs in the region. The total that was estimated for environmental mitigation was then compared to the total capital cost for the project, and was found to be approximately 1 percent. In fact, as the commenter compares the differing impacts of the May 2014 Project and the F-B LGA, it may be useful to point out that the F-B LGA's environmental mitigation costs are estimated to be, more specifically, 0.83 percent of capital costs, the May 2014 Project's environmental mitigation costs are estimated to be 0.72 percent of capital costs for that alignment.

While the F-B LGA and the May 2014 Project have differing impacts, the potential project impacts are accounted for in the cost estimates prepared for environmental mitigation. Refer to page 25 of the PDF, page 11 of Appendix E, of the October 2017 Cost Estimate Report for details about the environmental mitigation cost estimates for the May 2014 Project and the F-B LGA.

I006-284

The commenter cites a statement from Chapter 6 of the Draft Supplemental EIR/EIS, which states that “HSR service during Phase 2 would extend to Sacramento and San Diego after” and requests that this statement be updated per the most recent business plan. The commenter has not included the full sentence, which reads “HSR service during Phase 2 would extend to Sacramento and San Diego starting after 2025.” This statement is per the 2016 Business Plan, which was the most recent plan at the time of the preparation of the Draft Supplemental EIR/EIS. In particular refer to page 100 of the 2016 Business Plan, which, under the heading “BY 2025 AND BEYOND, WE ENVISION THAT:” lists “Planning and project development work will continue, leading to eventual construction of Phase 2 extensions to Sacramento and San Diego.”

Following the circulation of the Draft Supplemental EIR/EIS, the Authority released the Draft 2018 California HSR Business Plan (Authority 2018), which was made available for review on the Authority's website on March 9, 2018. While the 2018 Business Plan does not identify an anticipated service date for Phase 2 of the HSR System, the current estimate of completion for Phase 1 is 20133; therefore, the statement included in the Draft Supplemental EIR/EIS (i.e., Phase 2 service starting after 2025) is still accurate.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-284

No changes have been made to the Final Supplemental EIR in response to this comment.

I006-285

The commenter cites a footnote from Chapter 6 of the Draft Supplemental EIR/EIS, which states “The May 2014 Project includes a curve that limits operating speed through the City of Bakersfield. This curve is needed to avoid specific critical community features as identified by the City. The F-B LGA does not require an operating speed limiting curve to avoid community features critical to the City of Bakersfield.” The commenter then asks why “this mitigation measure” was not considered sufficient to address the City of Bakersfield’s claimed impacts. The curve found in the May 2014 Project was a design feature, and not a mitigation measure. Further, though the curve allows the alignment to avoid certain community features, the fact remains that the May 2014 Project would still impact other community features, as outlined by the City of Bakersfield in the legal settlement and development of the F-B LGA.

I006-286

The commenter asks why the costs in Table 6-4 in Chapter 6 of the Draft Supplemental EIR/EIS are higher than costs in Table 6-5. Table 6-4, titled “Annual 2035 Operating and Maintenance Costs Apportioned to the Fresno to Bakersfield Section (2010 \$millions),” shows operating and maintenance costs for the entire Fresno to Bakersfield alignment, as described in the text immediately preceding the table. Table 6-5, titled “Annual 2035 Operating and Maintenance Costs Apportioned to the May 2014 Project and F-B LGA,” shows operating and maintenance costs for the May 2014 Project and the F-B LGA. As stated in Chapter 6, “The May 2014 Project and the F-B LGA have approximately the same number of trainset miles, stations, and route miles. Therefore, O&M costs for each of these alignments are considered to be the same.”

Costs shown in Table 6-4 are higher because they represent the whole Fresno to Bakersfield Section, as stated in the text. Only Table 6-5 shows costs for the May 2014 Project and the F-B LGA specifically.

I006-287

The commenter requests confirmation that Tables 6-4 and 6-5 were calculated using the same inflation-adjusted currency year and that both were developed by extrapolating from the data in Table 6-3, as described in the text of Chapter 6 of the Draft Supplemental EIR/EIS. Both tables were prepared using 2010 inflation-adjusted currency. A parenthetical statement has been added to the title of Table 6-5 to match Tables 6-3 and 6-4 and to clarify the currency year used in preparation of the table. The parenthetical addition is as follows “(2010 \$millions).” Refer to Chapter 16 of this Final Supplemental EIR.

I006-288

The commenter cites a paragraph from Chapter 6 of the Supplemental EIR/EIS, which explains that operation and maintenance costs for the May 2014 Project and the F-B LGA would be approximately the same, given that they have approximately the same number of trainset miles, stations, and route miles. The paragraph goes on to explain how the operation and maintenance costs were extrapolated from the data in Table 6-3. The commenter asks why “the costs differ so significantly from infrastructure that is comparatively the same,” and requests that numbers given be checked and explained. The commenter seems to be referring to Tables 6-4 and 6-5.

Table 6-4, titled “Annual 2035 Operating and Maintenance Costs Apportioned to the Fresno to Bakersfield Section (2010 \$millions),” shows operating and maintenance costs for the entire Fresno to Bakersfield alignment, as described in the text immediately preceding the table. Table 6-5, titled “Annual 2035 Operating and Maintenance Costs Apportioned to the May 2014 Project and F-B LGA,” shows operating and maintenance costs for the May 2014 Project and the F-B LGA. As stated in Chapter 6, “The May 2014 Project and the F-B LGA have approximately the same number of trainset miles, stations, and route miles. Therefore, O&M costs for each of these alignments are considered to be the same.”

Costs shown in Table 6-4 are higher because they represent the whole Fresno to Bakersfield Section, as stated in the text. Only Table 6-5 shows costs for the May 2014 Project and the F-B LGA specifically.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-288

Therefore the costs for infrastructure that is approximately the same are not different, and are in fact reported as the same in Table 6-5.

I006-289

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

Oil fields located along the project alignment and in the vicinity of the alignment are assessed in Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources, of the Draft Supplemental EIR/EIS. As shown in Figure 3.9-7 of the Draft Supplemental EIR/EIS (page 3.9-19), there are four oil fields located along the project alignment, including: Fruitvale Oil Field, Kern Front Oil Field, Rosedale Oil Field, and North Shafter Oil Field. Potential impacts related to the presence of oil fields are addressed under Impact GSPP #5, Encountering Mineral and Energy Resources during Construction and Loss of Availability of Known Mineral or Energy Resources of Statewide or Regional Significance (Draft Supplemental EIR/EIS, page 3.9-27) and would be less than significant.

No revisions to the Final Supplemental EIR are necessary based upon this comment.

I006-290

The paragraph cited in the comment summarizes the public's and agencies' concerns and comments about the Preferred Alternative prior to the development of the F-B LGA. Refer to Volumes IV, V, and VI of the Fresno to Bakersfield Section Final EIR/EIS for a complete listing of commenters and their comments.

I006-291

A transcript of the public hearing held on December 19, 2017 was prepared. All oral and written comments made during the hearing have been responded to in the Final Supplemental EIR. The transcript requested by the commenter is available in Chapter 26 of this Final Supplemental EIR.

I006-292

Refer to Standard Response FB-LGA-Response-GENERAL-01: Alternatives.

The statement referenced by the commenter was included in the Draft Supplemental EIR/EIS, Chapter 8. The City of Bakersfield's support for the F-B LGA was referenced because the city had expressed their support at the time the Draft Supplemental EIR/EIS was prepared, whereas the City of Shafter and Kern County had not documented support or opposition. Since that time the City of Shafter and Kern County have provided comments on the Draft Supplemental EIR/EIS. The City of Shafter's comments are included as Submission L001 in Chapter 23 of this Final Supplemental EIR, and Kern County's comments are included as Submissions L003 and L004 in Chapter 23 of this Final Supplemental EIR.

Refer to the Checkpoint C Summary Report for information pertaining to the public interest. The Checkpoint C Summary Report states, "Under Section 404 of the Clean Water Act, the decision made by the USACE of whether to issue a permit for discharge of dredged or fill material is subject to a "public interest review" involving the evaluation of the probable impact, including cumulative effects, of a proposed activity/LEDPA on factors such as property ownership, local land use, and the needs and welfare of the people affected by the proposal (33 C.F.R. Sections 320.4[a], [g], and [j]). Federal guidance further identifies the importance of both local and state land use decisions, indicating that local and state land use decisions should typically be afforded deference, unless there are significant issues of national importance (33 C.F.R. 320.4[j][2]). This guidance thus directs USACE to consider local land use preferences and adopted policies as well as local economic effects in evaluating permits."

I006-293

Refer to Response to Comment I006-289 in Chapter 25 of this Final Supplemental EIR.

I006-294

The commenter cites a summary which states that the F-B LGA would result in a greater number of business relocations in the city of Shafter and community of Oildale than the May 2014 Project would, but that the F-B LGA would result in fewer business relocations

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-294

in the city of Bakersfield and in unincorporated Kern County than the May 2014 Project. The commenter points out that Oildale is in unincorporated Kern County, and requests and explanation of this perceived inconsistency.

The F-B LGA would result in more business relocations in Oildale than the May 2014 Project, as the May 2014 Project would not result in any business relocations in Oildale. However, in terms of the number of business relocations in all of unincorporated Kern County, the F-B LGA would not result in as many business relocations as the May 2014 Project.

I006-295

Refer to Response to Comment I006-289 in Chapter 25 of this Final Supplemental EIR.

I006-296

The commenter cites several former elected officials listed as recipients of the Draft Supplemental EIR/EIS in Chapter 10 of the Supplemental EIR/EIS. The commenter asks why these former elected officials were included rather than the current seat-holders. The commenter requests that a revised Draft Supplemental EIR/EIS be redistributed to a correct list of elected officials, and requests that the public comment period be extended to allow these elected officials the opportunity to comment.

According to the official distribution list created and maintained for the Draft Supplemental EIR/EIS, the current seat-holders, and not the former seat-holders, were recipients. This is true for all of the cases cited by the commenter, including Senator Kamala Harris, Assemblymember Vince Fong, and Bakersfield Mayor Karen Goh. Chapter 10 in the Final Supplemental EIR has been revised to reflect the actual distribution of the Draft Supplemental EIR/EIS. Refer to Chapter 16 of this Final Supplemental EIR.

I006-297

The commenter questions whether any Supplemental EIR/EIS preparers have financial

I006-297

or real property interests in the affected jurisdictions, or if the preparers are under contract with the affected jurisdictions. The Authority compared the list of preparers versus the list of property owners of the affected properties. There does not appear to be any overlap between the preparers and the property owners. The names in the list of preparers were cross-referenced with the list of owners of affected properties. The Authority did not research the individual owners in the case of corporate ownership. However, businesses where the company name included the last name of one of the preparers were flagged. These companies include the following:

Morales Rosalio and Concepcion
GOMEZ ROMAN MORALES & MORALES LOURDES DE

Gomez Nora Idalia
GOMEZ ROMAN MORALES & MORALES LOURDES DE

Both Jeff Morales and Diana Gomez are shown in the list of preparers. Based on the names of ownership of the above-referenced companies, the Authority has determined that the preparers listed in Chapter 11 of the Draft Supplemental EIR/EIS do not have real property interests in affected properties along the alignment.

I006-298

The commenter cites a number of references listed in Chapter 12 of the Draft Supplemental EIR/EIS which are, with one exception, personal communications that were used in the preparation of the Draft Supplemental EIR/EIS. The commenter states that these documents are not publicly available and requests that copies are included as an appendix in the Final Supplemental EIR to “allow the public to comment as part of a revised draft EIR/EIS.”

All source documents used in the preparation of the Draft Supplemental EIR/EIS and Final Supplemental EIR are available by request, pursuant to the Public Records Act. Instructions and further information about Public Records Act requests can be found on the Authority’s website.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-298

The Authority encourages written requests submitted via email to records@hsr.ca.gov.

To send a written request via postal mail:

California High-Speed Rail Authority

Marie Hoffman/Public Records Officer

770 L Street, Suite 620 MS1

Sacramento, CA, 95814

Written requests should include details that will enable staff to identify and locate the requested records. The request should include a telephone number where you can be reached to discuss the request if we need additional information to locate records for you.

Within 10 days from the date the request is received, the Authority will make a determination on the request and will notify the requester of its decision. If the determination cannot be made within 10 days due to unusual circumstances as defined in Government Code section 6253.1, the Authority will notify the requesting person of the reasons for the delay and the date when the determination will be issued. No such notice shall specify a date that results in an extension of more than 14 days.

I006-299

The commenter states that the ridership forecasts used in the development of the F-B LGA differ from the 2016 California HSR Business Plan, citing Exhibit 7.1 in the 2016 Business Plan as an example.

The F-B LGA Transportation Analysis Technical Report (Authority and FRA 2017) includes analysis of station access and takes into account access via different modes including, buses, bicycle, and pedestrians. The ridership forecasting model used to generate trip generation forecasts for the Draft Supplemental EIR/EIS is described in Chapter 2, Section 2.5 of the Fresno to Bakersfield Section Final EIR/EIS and was

I006-299

prepared by Cambridge Systematics. The model has three basic components: trip frequency/group size; destination; and choice of mode. As identified in the Draft Supplemental EIR/EIS, the F-B LGA would result in the same estimates in terms of ridership when compared to the May 2014 Project.

As described in Section 2.7 of the Draft Supplemental EIR/EIS, the travel demand and ridership forecasts discussed in the Fresno to Bakersfield Section Final EIR/EIS were applied to the F-B LGA to provide a comparison of effects between the F-B LGA and May 2014 Project. Exhibit 7.1 in the 2016 Business Plan, as referenced by the commenter, reflects a 2035 Phase I ridership ranging between 31.1 million and 53.2 million. Table 2-2 in Section 2.7 of the Draft Supplemental EIR/EIS indicates that the Phase I range of ridership forecasts in 2035 is 40.2 million to 57.0 million, which is higher than the ridership reflected in Exhibit 7.1 in the 2016 Business Plan. The Draft 2018 California HSR Business Plan reflects a slightly lower anticipated ridership than the 2016 Business Plan. Therefore, the Draft Supplemental EIR/EIS reflects a conservative assumption of ridership. Furthermore, as stated in Table 2-2 of the Draft Supplemental EIR/EIS, full system ridership (i.e., operation between Sacramento, San Diego, San Francisco, and Anaheim) was assumed for the Fresno to Bakersfield Section to provide a "worst-case" scenario (69.3 million to 98.2 million passengers annually). As identified in the Draft Supplemental EIR/EIS, the F-B LGA would result in the same estimates in terms of ridership when compared to the May 2014 Project.

I006-300

The commenter states that the benefits from the May 2014 Project are not directly analogous to the F-B LGA. The commenter cites the proximity of the Truxtun Avenue Station to the Rabobank Convention Center and Arena, and the potential for intermodal transit connections with the existing Amtrak station, and notes that the F Street Station would be approximately 2 miles from those same facilities. The commenter asks how the benefits analysis accounts for these differences, and how this was factored into traffic models.

The benefits discussed in the quote cited by the commenter include "reduced VMT, reduced energy use for transportation, and reduced air pollution from transportation

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-300

sources, including reduced emissions of GHGs." Both the May 2014 Project and the F-B LGA would result in these benefits, regardless of station locations. HSR is a mode, not an attraction. The attractions mentioned have their purpose that brings patrons (e.g., arena events, court dates, etc.). The HSR is simply the mode (like passenger car, bus, bike or walking) to convey people to the destination. Trips to and from the referenced existing facilities already exist. Currently, some of these trips may be long-distance trips where people are traveling to these destinations from far away cities. HSR is a regional facility similar to airports and is not intended for local travel. As such, the passengers using HSR will be replacing inter-city long distance vehicle trips that would have otherwise have occurred without the project.

The commenter expresses concerns about the distance between the downtown core and the F Street station and pedestrian access/walkability, and the potential for this distance to impact the availability of project benefits.

Though not located immediately in the downtown core, the F-B LGA's proposed F Street Station has proximity to the downtown area, and the surrounding area has the potential for development. SR 204/99B is a main artery through Bakersfield that connects to SR 99 and SR 178. F Street provides direct access to the downtown core to the south; Chester Avenue also provides access to the downtown as well as to industrial, residential, and park uses to the north. East of the proposed station site, 34th Street provides east-west access to the station site.

The station site study area includes the Kern River, flood plain features, agriculture, open space, storage and warehouse, light industrial, commercial, and residential uses (Exhibit GENERAL-5.1).

The City of Bakersfield prepared a Vision Plan for the HSR Station Area in coordination with the Authority. The May 2018 Making Bakersfield Station Area Vision Plan includes an urban design strategy for downtown Bakersfield that promotes economic development and sustainability, encourages the physical development of the station area, and enhances the community's sustainability by encouraging infill development and multimodal connectivity, in particular transit-, pedestrian-, and bicycle-oriented connectivity. The Vision Plan includes phased development priorities (see Chapter 4 of

I006-300

the Vision Plan), a regional transit center located at the F Street Station, and a potential shuttle or other transport options between the F Street Station/Transit Center and the Downtown Bakersfield Amtrak Station. Pedestrian and bicycle connections with local trails (Kern River Parkway and Mill Creek Linear Park) and streets are also included in the Vision Plan (see in particular sections 3.3 and 3.4 of the Vision Plan). The Vision Plan will build on existing planning efforts to create a vision for the development and revitalization of Downtown Bakersfield in conjunction with the HSR. Intermodal connectivity would be developed for the F Street Station, allowing for ease of access to the facilities listed by the commenter.

I006-301

The operational analysis in the Draft Supplemental EIR/EIS is consistent with that prepared for the May 2014 Project as it evaluates GHG-related impacts in the context of the entire Fresno to Bakersfield Section alignment. Both project alternatives would affect long distance, city-to-city vehicular travel along freeways and highways throughout the state, and long distance, city-to-city aircraft takeoffs and landings. Both the Draft Supplemental EIR/EIS and the Final EIR/EIS include analysis of operational GHG emissions from on-road vehicles and use average, daily vehicle miles traveled (VMT) estimates and associated average daily speed estimates for each affected county. Both the May 2014 Project and the F-B LGA would result in a net statewide reduction in on-road VMT (including from autos and light-duty trucks) and a net statewide GHG reduction. In addition, both project alternatives would help the state meet the GHG emissions reduction goals established by AB 32, SB 32, and EO B-30-15. The specific station location, F-B LGA or May 2014 Project, would not change the beneficial impact identified in both the Final EIR/EIS and the Draft Supplemental EIR/EIS.

I006-302

The commenter requests to know what the increased air pollution and GHG emissions from new vehicular traffic of high-speed rail riders connecting between a F-B LGA Station and other regional facilities.

Per Section 3.3.3:

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-302

The methods for evaluating impacts are intended to satisfy the federal and state requirements, including NEPA, CEQA, and general conformity. In accordance with CEQA requirements, an EIR must include a description of the existing physical environmental conditions in the vicinity of the project. Those conditions, in turn, "will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant" (CEQA Guidelines Section 15125[a]).

For a project such as the HSR project that would not commence operation of HSR service for almost 10 years and would not reach full operation for almost 25 years, use of only existing conditions as a baseline for air quality impacts would be misleading. It is more likely that existing background traffic volumes (and background roadway changes from other programmed traffic improvement projects) and vehicle emission factors would change between today and 2020/2035 than it is that existing conditions would remain unchanged over the next 10 to 25 years. For example, RTPs include funded transportation projects programmed to be constructed by 2035. To ignore that these projects would be in place before the HSR project reaches maturity (i.e., the point/year at which HSR-related traffic emissions reaches its maximum), and to evaluate the HSR project's air quality impacts ignoring that these RTP improvements would change the underlying background conditions to which HSR project traffic would be added, would be misleading because it would represent a hypothetical comparison.

Therefore, the air quality analysis for operations uses a dual-baseline approach. That is, the HSR project's air quality impacts are evaluated both against existing conditions and against background (i.e., No Project) conditions as they are expected to be in 2035.

Section 3.3.6 of the Fresno to Bakersfield Final EIR/EIS (Authority and FRA 2014a: pages 3.3-13 through 3.3-36) provides further detail on the methods used for evaluating potential impacts on air quality, including developing study areas, background review, and establishing a reasonable baseline for analysis.

Additionally, the HSR is a mode of transportation, not an attraction. The attractions mentioned by the commenter have their purpose that bring patrons (e.g., arena events, court cases, etc.). The HSR is simply the mode (like passenger car, bus, bike or walk) to

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convey passengers to the destination. Trips to and from the referenced existing facilities already exist. Currently, some of these trips may be long-distance trips where people are traveling to these destinations from far away cities. The HSR is a regional facility similar to airports and is not intended for local travel. As such, the passengers using HSR will be replacing inter-city long distance vehicle trips that would have otherwise have occurred without the project.

I006-303

The commenter states that the removal of the intermodal rail connection from the F-B LGA prevents it from having the same benefit as the May 2014 Project.

It should be noted that on the prior page, 1-B-5:

The F-B LGA Draft Supplemental EIR/EIS Air Quality section analysis is based on the premise that the relocation of the Bakersfield station from Truxtun Avenue to F Street will not have appreciable regional effects on mobility and origin/destination linkages. While a small fraction of individual trips may result in differing trip durations (longer or shorter trips) as a result of the relocated station, the regional change is negligible. Regional shifts in mobility affecting air quality as a result of HSR are similar if not the same when comparing the May 2014 Project to the F-B LGA.

As such, no revisions have been made to the Final Supplemental EIR in response to this comment.

I006-304

A number of technical appendices included as part of the Fresno to Bakersfield Section Final EIR/EIS have not been updated for the Draft Supplemental EIR/EIS because the information contained within the technical appendix remains applicable to the F-B LGA and revisions were determined to be unnecessary. Appendix 2-C did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Draft Supplemental EIR/EIS. To review the appendix in its entirety, refer to the Authority's Final EIR/EIS: Fresno to Bakersfield website.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-304

The May 2014 Appendix 2-C Operations and Service Plan Summaries does not include costs of operations and maintenance, and as such, no adjustments/revisions were made to the methodologies contained within Appendix 2-C of the Draft Supplemental EIR/EIS.

I006-305

The commenter requests that the version of each applicable design standard for both the May 2014 and the F-B LGA be provided.

As noted in Appendix 2-D, Applicable Design Standards, in the Fresno to Bakersfield Section Final EIR/EIS, there are numerous design standards that the HSR will need to comply with. Since design of the HSR is ongoing and because the project must always comply with the latest design standards it is not possible to state what the Final 100% Plans Specifications and Estimates design for the Authority approved Bakersfield alignment alternative will be at this time. Furthermore, because these design standards are part of either the advisory process for local and regional agencies required by law, including the precise design standard for the current design is neither feasible nor warranted to provide an adequate environmental analysis in the Draft Supplemental EIR/EIS. As such, no revisions to Appendix 2-D have been made to this Final Supplemental EIR in response to this comment.

I006-306

Refer to Section 3.1.3.3 for a discussion of the methods by which impacts were evaluated in the Draft Supplemental EIR/EIS. Refer to Response to Comment I006-305 in Chapter 25 of this Final Supplemental EIR. The standards referenced in the Fresno to Bakersfield Section Final EIR/EIS were utilized for the EMF/EMI analysis in the Draft Supplemental EIR/EIS to provide an apples-to-apples comparison between the F-B LGA and the May 2014 Project.

I006-307

The commenter asks whether any of the design standards listed in Appendix 2-D have been updated since 2014.

Refer to Section 3.1.3.3 for a discussion of the methods by which impacts were evaluated in the Draft Supplemental EIR/EIS. As noted in Appendix 2-D, Applicable Design Standards, in the Fresno to Bakersfield Section Final EIR/EIS, there are numerous design standards that the HSR will need to comply with. Since design of the HSR is ongoing and because the project must always comply with the latest design standards, whether these have been updated since 2014 is irrelevant to the analysis of the individual alignments. Furthermore, because these design standards are part of either the advisory process for local and regional agencies required by law, including the precise design standard for the current design is neither feasible nor warranted to provide an adequate environmental analysis in the Draft Supplemental EIR/EIS. The standards referenced in the Fresno to Bakersfield Section Final EIR/EIS were utilized in the Draft Supplemental EIR/EIS to provide an apples-to-apples comparison between the F-B LGA and the May 2014 Project. As such, no revisions to Appendix 2-D in this Final Supplemental EIR have been made in response to this comment.

I006-308

The Draft Supplemental EIR/EIS evaluates a Maintenance of Infrastructure Facility (MOIF) for both the May 2014 Project and the F-B LGA, as described in Chapter 2 of the Draft Supplemental EIR/EIS. For both alternatives, the MOIF would be sized and outfitted to support the maintenance of infrastructure requirements for 75 miles of HSR system track in either direction. The footprint for the May 2014 Project MOIF is 38 acres, as shown on Drawing Number CB1466 of the Volume III Alignment Plans (Section B Alignment Plans, Part 2 of 2 [File 3 of 5]) for the Fresno to Bakersfield Section Final EIR/EIS, available on the Authority's website. The MOIF for the F-B LGA is 50.95 acres. The figures included in the Draft Supplemental EIR/EIS suggest that the May 2014 Project MOIF is larger; however, the May 2014 Project MOIF appears larger due to the realignment of Santa Fe Way, as shown on Drawing Number CR1905 in the Volume III Roadway and Grade Separation Plans (Section D, Part 2 of 2 [File 4 of 6]). Thus, as depicted in the figures included in the Draft Supplemental EIR/EIS, the environmental footprint in the vicinity of the May 2014 Project includes the MOIF, realigned road

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-308

around the perimeter of the MOIF, and the property between them. Therefore, the Draft Supplemental EIR/EIS analyses included similarly sized MOIF facilities for the May 2014 Project and F-B LGA.

I006-309

The commenter refers to Appendix 2-F, which is a Flysheet linking to Appendix 2-F prepared for the Final EIR/EIS. The Flysheet states that “Appendix 2-F did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS” (page 2-F-1). The commenter refers to the Appendix 2-F prepared for the Final EIR/EIS. The commenter states that the information contained in the interim use section of this appendix is not applicable to the F-B LGA.

Interim service was evaluated in Appendix 2-F of the Fresno to Bakersfield Section Final EIR/EIS. At the time that the Final EIR/EIS was developed the Authority had not decided on an approach to procuring the Design-Build project. Subsequent to the Board's and FRA's approval the Authority procured Construction Package 4, which stopped north of Shafter and not at 7th Standard Road as was approved by the Authority. An interim service plan would locate platforms in Construction Package 4. The construction footprint for interim service would not differ significantly from the construction footprint in the Construction Package 4 alignment. Construction impacts and operational effects from interim service would be similar to those that were evaluated in Appendix 2-F. Any further changes to the construction footprint or potential impacts would be subject to the CEQA/NEPA reexamination process.

I006-310

The commenter refers to Appendix 2-F, which is a Flysheet linking to the Appendix 2-F prepared for the Final EIR/EIS. The Flysheet states that “Appendix 2-F did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS” (page 2-F-1). The commenter refers to the Appendix 2-F prepared for the Final EIR/EIS. The commenter refers to a statement which explains that ICS track infrastructure would be built near the

I006-310

location of the Shafter HMF site. The commenter indicates that the Shafter HMF site is not located along the F-B LGA alignment, and that the F-B LGA alignment does not pass through or near an Amtrak station. The commenter asks how the interim use plan, which the commenter states is specific to the May 2014 Project, is applicable to the F-B LGA. The commenter asks how trains will be shifted between the F-B LGA alignment and the indicated interim station. The commenter asks how Amtrak will use the F Street Station. The commenter asks what the economic implications would be to the EJ community and the local neighborhood in proximity to the existing Amtrak station if Amtrak service is moved to a different site.

Interim service was evaluated in Appendix 2-F of the Fresno to Bakersfield Section Final EIR/EIS. At the time that the Final EIR/EIS was developed the Authority had not decided on an approach to procuring the Design-Build project. Subsequent to the Board's and FRA's approval the Authority procured Construction Package 4, which stopped north of Shafter and not at 7th Standard Road as was approved by the Authority. An interim service plan would locate platforms in Construction Package 4. The construction footprint for interim service would not differ significantly from the construction footprint in the Construction Package 4 alignment. Construction impacts and operational effects from interim service would be similar to those that were evaluated in Appendix 2-F. Any further changes to the construction footprint or potential impacts would be subject to the CEQA/NEPA reexamination process.

I006-311

The commenter refers to Appendix 2-F, which is a Flysheet linking to the Appendix 2-F prepared for the Final EIR/EIS. The Flysheet states that “Appendix 2-F did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS” (page 2-F-1). The commenter asks about noise levels modeled for receptor sites along the F-B LGA, how many sites were included, and where the analysis specific to the F-B LGA can be found. The noise analysis for the F-B LGA is located in Section 3.4 of the Draft Supplemental EIR/EIS and the F-B LGA Noise and Vibration Technical Report. A total of 8,665 receptors representing 13,672 land uses were included in the noise analysis.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-311

Interim service was evaluated in Appendix 2-F of the Fresno to Bakersfield Section Final EIR/EIS. At the time that the Final EIR/EIS was developed the Authority had not decided on an approach to procuring the Design-Build project. Subsequent to the Board's and FRA's approval the Authority procured Construction Package 4, which stopped north of Shafter and not at 7th Standard Road as was approved by the Authority. An interim service plan would locate platforms in Construction Package 4. The construction footprint for interim service would not differ significantly from the construction footprint in the Construction Package 4 alignment. Construction impacts and operational effects from interim service would be similar to those that were evaluated in Appendix 2-F. Any further changes to the construction footprint or potential impacts would be subject to the CEQA/NEPA reexamination process.

I006-312

Page 3.3-35 of the Supplemental EIR/EIS includes a summary of the total emission changes due to the HSR system operation. As identified in the Supplemental EIR/EIS, the F-B LGA would result in similar estimates in terms of ridership, regional vehicle travel, aircraft, and power plants, and direct project operational emissions from HSR stations, maintenance facilities, and train movements. The VMT, aircraft, and power plant demands were estimated based on a statewide assessment of the HSR System. VMT estimates, aircraft takeoff and landing estimates, and the electrical demand associated with the Fresno to Bakersfield Section of the statewide analysis are applicable to both the May 2014 Project and the F-B LGA, as the Fresno to Bakersfield Project would have the same operational emission estimates under the May 2014 Project and the F-B LGA as ridership would be the same for both options. Therefore, operational emissions estimates would be similar to those identified in the Fresno to Bakersfield Section: Air Quality Technical Report. The emission changes are shown in Table 3.3-13 of the Draft Supplemental EIR/EIS.

Interim service was evaluated in Appendix 2-F of the Fresno to Bakersfield Section Final EIR/EIS. At the time that the Final EIR/EIS was developed the Authority had not decided on an approach to procuring the Design-Build project. Subsequent to the Board's and FRA's approval the Authority procured Construction Package 4, which stopped north of Shafter and not at 7th Standard Road as was approved by the Authority. An interim

I006-312

service plan would locate platforms in Construction Package 4. The construction footprint for interim service would not differ significantly from the construction footprint in the Construction Package 4 alignment. Construction impacts and operational effects from interim service would be similar to those that were evaluated in Appendix 2-F. Any further changes to the construction footprint or potential impacts would be subject to the CEQA/NEPA reexamination process.

I006-313

The commenter refers to Appendix 2-F, which is a Flysheet linking to the Appendix 2-F prepared for the Final EIR/EIS. The Flysheet states that "Appendix 2-F did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS" (page 2-F-1). The commenter asks what would happen in terms of land use for both the existing Amtrak Station and the F Street Station if Amtrak service was moved to the F Street Station for interim use.

Interim service was evaluated in Appendix 2-F of the Fresno to Bakersfield Section Final EIR/EIS. At the time that the Final EIR/EIS was developed the Authority had not decided on an approach to procuring the Design-Build project. Subsequent to the Board's and FRA's approval the Authority procured Construction Package 4, which stopped north of Shafter and not at 7th Standard Road as was approved by the Authority. An interim service plan would locate platforms in Construction Package 4. The construction footprint for interim service would not differ significantly from the construction footprint in the Construction Package 4 alignment. Construction impacts and operational effects from interim service would be similar to those that were evaluated in Appendix 2-F. Any further changes to the construction footprint or potential impacts would be subject to the CEQA/NEPA reexamination process.

I006-314

The commenter refers to Appendix 2-F, which is a Flysheet linking to the Appendix 2-F prepared for the Final EIR/EIS. The Flysheet states that "Appendix 2-F did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-314

Fresno to Bakersfield Section Draft Supplemental EIR/EIS" (page 2-F-1). The commenter refers to Table 2-F-6 and Table 2-F-7, asking how many acres of farmland would be impacted during interim use for the F-B LGA, and what the impacts on agriculture would be. The commenter asks whether the Authority is stating that the May 2014 Project and the F-B LGA would have identical impacts on agriculture during interim use.

Interim service was evaluated in Appendix 2-F of the Fresno to Bakersfield Section Final EIR/EIS. At the time that the Final EIR/EIS was developed the Authority had not decided on an approach to procuring the Design-Build project. Subsequent to the Board's and FRA's approval the Authority procured Construction Package 4, which stopped north of Shafter and not at 7th Standard Road as was approved by the Authority. An interim service plan would locate platforms in Construction Package 4. The construction footprint for interim service would not differ significantly from the construction footprint in the Construction Package 4 alignment. Construction impacts and operational effects from interim service would be similar to those that were evaluated in Appendix 2-F. Any further changes to the construction footprint or potential impacts would be subject to the CEQA/NEPA reexamination process.

I006-315

The commenter refers to Appendix 2-F, which is a Flysheet linking to the Appendix 2-F prepared for the Final EIR/EIS. The Flysheet states that "Appendix 2-F did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS" (page 2-F-1). The commenter refers to Table 2-F-8 and asks which parks would be impacted by the F-B LGA during interim use. The commenter refers specifically to the Kern River Parkway and Weill Park.

Interim service was evaluated in Appendix 2-F of the Fresno to Bakersfield Section Final EIR/EIS. At the time that the Final EIR/EIS was developed the Authority had not decided on an approach to procuring the Design-Build project. Subsequent to the Board's and FRA's approval the Authority procured Construction Package 4, which stopped north of Shafter and not at 7th Standard Road as was approved by the Authority. An interim

I006-315

service plan would locate platforms in Construction Package 4. The construction footprint for interim service would not differ significantly from the construction footprint in the Construction Package 4 alignment. Construction impacts and operational effects from interim service would be similar to those that were evaluated in Appendix 2-F. Any further changes to the construction footprint or potential impacts would be subject to the CEQA/NEPA reexamination process.

I006-316

The commenter refers to Appendix 2-F, which is a Flysheet linking to the Appendix 2-F prepared for the Final EIR/EIS. The Flysheet states that "Appendix 2-F did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS" (page 2-F-1). The commenter notes that the analysis in the Final EIR/EIS Appendix 2-F is based on five of six daily Amtrak trains currently operating. The commenter states that there are currently 7 daily Amtrak trains, and asks for an explanation of this discrepancy.

Interim service was evaluated in Appendix 2-F of the Fresno to Bakersfield Section Final EIR/EIS. At the time that the Final EIR/EIS was developed the Authority had not decided on an approach to procuring the Design-Build project. Subsequent to the Board's and FRA's approval the Authority procured Construction Package 4, which stopped north of Shafter and not at 7th Standard Road as was approved by the Authority. An interim service plan would locate platforms in Construction Package 4. The construction footprint for interim service would not differ significantly from the construction footprint in the Construction Package 4 alignment. Construction impacts and operational effects from interim service would be similar to those that were evaluated in Appendix 2-F. Any further changes to the construction footprint or potential impacts would be subject to the CEQA/NEPA reexamination process.

I006-317

The commenter refers to Appendix 2-F, which is a Flysheet linking to the Appendix 2-F prepared for the Final EIR/EIS. The Flysheet states that "Appendix 2-F did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the

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I006-317

Fresno to Bakersfield Section Draft Supplemental EIR/EIS" (page 2-F-1). The commenter notes that the interim use plan as presented in the Final EIR/EIS Appendix 2-F is designed for alignments analyzed in the Final EIR/EIS. The commenter asks what the interim use plan for F-B LGA would be, what station would be used, and what would happen to the existing Bakersfield Amtrak station if service was moved during interim use.

The commenter asks what economic impacts and subsequent mitigation of those impacts might be if the existing Bakersfield Amtrak Station was closed and Amtrak service was relocated to the F Street Station. The commenter asks where trains would shift between HSR and conventional rail tracks.

Interim service was evaluated in Appendix 2-F of the Fresno to Bakersfield Section Final EIR/EIS. At the time that the Final EIR/EIS was developed the Authority had not decided on an approach to procuring the Design-Build project. Subsequent to the Board's and FRA's approval the Authority procured Construction Package 4, which stopped north of Shafter and not at 7th Standard Road as was approved by the Authority. An interim service plan would locate platforms in Construction Package 4. The construction footprint for interim service would not differ significantly from the construction footprint in the Construction Package 4 alignment. Construction impacts and operational effects from interim service would be similar to those that were evaluated in Appendix 2-F. Any further changes to the construction footprint or potential impacts would be subject to the CEQA/NEPA reexamination process.

I006-318

The commenter refers to Appendix 2-F, which is a Flysheet linking to the Appendix 2-F prepared for the Final EIR/EIS. The Flysheet states that "Appendix 2-F did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS" (page 2-F-1). The commenter refers to Tables 2-F-3, 2-F-4, and 2-F-5 and asks what the impacts on Terrestrial Wildlife Habitat Types, Special-Status Plant Communities, and Wetlands and Jurisdictional Waters would be for the F-B LGA alignment during interim use.

I006-318

Interim service was evaluated in Appendix 2-F of the Fresno to Bakersfield Section Final EIR/EIS. At the time that the Final EIR/EIS was developed the Authority had not decided on an approach to procuring the Design-Build project. Subsequent to the Board's and FRA's approval the Authority procured Construction Package 4, which stopped north of Shafter and not at 7th Standard Road as was approved by the Authority. An interim service plan would locate platforms in Construction Package 4. The construction footprint for interim service would not differ significantly from the construction footprint in the Construction Package 4 alignment. Construction impacts and operational effects from interim service would be similar to those that were evaluated in Appendix 2-F. Any further changes to the construction footprint or potential impacts would be subject to the CEQA/NEPA reexamination process.

I006-319

The commenter refers to Appendix 2-F, which is a Flysheet linking to the Appendix 2-F prepared for the Final EIR/EIS. The Flysheet states that "Appendix 2-F did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS" (page 2-F-1). The commenter queries the ICS construction and operational land use impacts for the F-B LGA.

Interim service was evaluated in Appendix 2-F of the Fresno to Bakersfield Section Final EIR/EIS. At the time that the Final EIR/EIS was developed the Authority had not decided on an approach to procuring the Design-Build project. Subsequent to the Board's and FRA's approval the Authority procured Construction Package 4, which stopped north of Shafter and not at 7th Standard Road as was approved by the Authority. An interim service plan would locate platforms in Construction Package 4. The construction footprint for interim service would not differ significantly from the construction footprint in the Construction Package 4 alignment. Construction impacts and operational effects from interim service would be similar to those that were evaluated in Appendix 2-F. Any further changes to the construction footprint or potential impacts would be subject to the CEQA/NEPA reexamination process.

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I006-320

The commenter refers to Appendix 2-F, which is a Flysheet linking to the Appendix 2-F prepared for the Final EIR/EIS. The Flysheet states that "Appendix 2-F did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS" (page 2-F-1). The commenter refers to Table 2-F-7 and asks what the impacts to Agricultural Lands would be for the F-B LGA alignment during interim use.

Interim service was evaluated in Appendix 2-F of the Fresno to Bakersfield Section Final EIR/EIS. At the time that the Final EIR/EIS was developed the Authority had not decided on an approach to procuring the Design-Build project. Subsequent to the Board's and FRA's approval the Authority procured Construction Package 4, which stopped north of Shafter and not at 7th Standard Road as was approved by the Authority. An interim service plan would locate platforms in Construction Package 4. The construction footprint for interim service would not differ significantly from the construction footprint in the Construction Package 4 alignment. Construction impacts and operational effects from interim service would be similar to those that were evaluated in Appendix 2-F. Any further changes to the construction footprint or potential impacts would be subject to the CEQA/NEPA reexamination process.

I006-321

The commenter refers to Appendix 2-F, which is a Flysheet linking to the Appendix 2-F prepared for the Final EIR/EIS. The Flysheet states that "Appendix 2-F did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS" (page 2-F-1). The commenter refers to Table 2-F-8 and asks what the impacts to Parks and Recreational Resources would be for the F-B LGA alignment during interim use.

Interim service was evaluated in Appendix 2-F of the Fresno to Bakersfield Section Final EIR/EIS. At the time that the Final EIR/EIS was developed the Authority had not decided on an approach to procuring the Design-Build project. Subsequent to the Board's and FRA's approval the Authority procured Construction Package 4, which stopped north of Shafter and not at 7th Standard Road as was approved by the Authority. An interim

I006-321

service plan would locate platforms in Construction Package 4. The construction footprint for interim service would not differ significantly from the construction footprint in the Construction Package 4 alignment. Construction impacts and operational effects from interim service would be similar to those that were evaluated in Appendix 2-F. Any further changes to the construction footprint or potential impacts would be subject to the CEQA/NEPA reexamination process.

I006-322

The commenter refers to Appendix 2-F, which is a Flysheet linking to the Appendix 2-F prepared for the Final EIR/EIS. The Flysheet states that "Appendix 2-F did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS" (page 2-F-1). The commenter refers to Table 2-F-9 and asks what the Visual Quality Changes impacts and impacts at Key Viewpoints would be for the F-B LGA alignment during interim use.

Interim service was evaluated in Appendix 2-F of the Fresno to Bakersfield Section Final EIR/EIS. At the time that the Final EIR/EIS was developed the Authority had not decided on an approach to procuring the Design-Build project. Subsequent to the Board's and FRA's approval the Authority procured Construction Package 4, which stopped north of Shafter and not at 7th Standard Road as was approved by the Authority. An interim service plan would locate platforms in Construction Package 4. The construction footprint for interim service would not differ significantly from the construction footprint in the Construction Package 4 alignment. Construction impacts and operational effects from interim service would be similar to those that were evaluated in Appendix 2-F. Any further changes to the construction footprint or potential impacts would be subject to the CEQA/NEPA reexamination process.

I006-323

Appendix 2-F of the Fresno to Bakersfield Section Final EIR/EIS addresses "Potential Interim Service on the Initial Construction Segment [ICS]." The appendix states that because interim use would use the same track "...analyzed in the environmental documents already, construction impacts that stem from ground disturbance or 'footprint'

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I006-323

impacts (e.g., biological resources, agricultural land conversion, etc.) would be the same for HST service (already evaluated in both the MF EIR/EIS and this FB EIR/EIS) as this interim use service." The interim service would operate from a point south of the Madera Amtrak Station to the vicinity of the Shafter HMF site, therefore, none of the National Register of Historic Places and/or California Register of Historical Resources-eligible historic properties or historical resources in the City of Bakersfield would be affected by this service.

Interim service was evaluated in Appendix 2-F of the Fresno to Bakersfield Section Final EIR/EIS. At the time that the Final EIR/EIS was developed the Authority had not decided on an approach to procuring the Design-Build project. Subsequent to the Board's and FRA's approval the Authority procured Construction Package 4, which stopped north of Shafter and not at 7th Standard Road as was approved by the Authority. An interim service plan would locate platforms in Construction Package 4. The construction footprint for interim service would not differ significantly from the construction footprint in the Construction Package 4 alignment. Construction impacts and operational effects from interim service would be similar to those that were evaluated in Appendix 2-F. Any further changes to the construction footprint or potential impacts would be subject to the CEQA/NEPA reexamination process.

I006-324

The commenter refers to Appendix 2-F, which is a Flysheet linking to the Appendix 2-F prepared for the Final EIR/EIS. The Flysheet states that "Appendix 2-F did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS" (page 2-F-1). The commenter refers to Figure 1 and asks where the F-B LGA alignment is depicted, and where the tie-ins for the F-B LGA would be located during interim use.

Interim service was evaluated in Appendix 2-F of the Fresno to Bakersfield Section Final EIR/EIS. At the time that the Final EIR/EIS was developed the Authority had not decided on an approach to procuring the Design-Build project. Subsequent to the Board's and FRA's approval the Authority procured Construction Package 4, which stopped north of Shafter and not at 7th Standard Road as was approved by the Authority. An interim

I006-324

service plan would locate platforms in Construction Package 4. The construction footprint for interim service would not differ significantly from the construction footprint in the Construction Package 4 alignment. Construction impacts and operational effects from interim service would be similar to those that were evaluated in Appendix 2-F. Any further changes to the construction footprint or potential impacts would be subject to the CEQA/NEPA reexamination process.

I006-325

The commenter cites Appendix 2-G: Fresno to Bakersfield Mitigation Monitoring and Enforcement Plan and asks where the mitigation measures specific to F-B LGA are to be found. This appendix is specific to the Fresno to Bakersfield Section, and does not include any new measures based on the analysis in the Draft Supplemental EIR/EIS. An MMEP will be prepared as part of the NEPA Supplemental Record of Decision. Any mitigation measures required for the F-B LGA can be found in the resource sections of the Draft Supplemental EIR/EIS.

I006-326

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

I006-327

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

The commenter also states that the May 2014 Project MOIF is 28 acres. The footprint for the May 2014 Project MOIF is 38 acres, as shown on Drawing Number CB1466 of the Volume III Alignment Plans (Section B Alignment Plans, Part 2 of 2 [File 3 of 5]) for the Fresno to Bakersfield Section Final EIR/EIS, available on the Authority's website.

I006-328

Due to the high speed of the HSR, the design requires long sweeping turns instead of sharper/shorter turns that are used for freight/passenger rails, and in some areas both

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I006-328

the May 2014 Project and F-B LGA required deviation from transportation corridors. The May 2014 Project follows the BNSF corridor and deviates from this corridor in the City of Bakersfield for approximately 3.95 miles, until it turns and parallels the BNSF corridor in the vicinity of Commerce Drive in Bakersfield leading to the Truxtun Avenue Station. The F-B LGA follows the BNSF corridor and deviates in the vicinity of Cherry Avenue, just southeast of Shafter, for 7.29 miles until it reaches Verdugo Lane where it turns again and parallels the UPRR corridor through the F Street Station to the terminus of the F-B LGA alignment in East Bakersfield. The F-B LGA deviates from existing transportation corridors for a longer stretch, through rural, mostly agricultural land, while the May 2014 Project deviates from existing transportation corridors through the City of Bakersfield.

Refer to Section 3.3.6.1 of the Draft Supplemental EIR/EIS for a discussion of the General Conformity determination associated with the F-B LGA.

I006-329

Tables showing the F-B LGA noise impacts are located in Appendix 3.4-B. The tables in Appendix 3.4-B present the noise impact data from the long-term and short-term noise level measurements. A detailed side-by-side comparison of the May 2014 Project and the F-B LGA would not provide a meaningful comparison because of differences in the HSR alignments, different noise measurement locations, and differing outdoor noise-sensitive spaces along both alignments based on receipt of permissions to enter. Note that Appendix 3.4-A provides information for each of the alternatives in the Fresno to Bakersfield Section Final EIR/EIS but does not provide the type of side-by-side comparison requested by the commenter. A general side-by-side comparison of the May 2014 Project and F-B LGA is discussed in Appendix 8-A.

I006-330

The commenter inquires where in the Draft Supplemental EIR/EIS electromagnetic measurements for the F-B LGA are discussed. Appendix 3.5-A was used as a baseline for EMF/EMI measurements along the F-B LGA and the May 2014 Project alignments. Section 3.5.3.2 of the Draft Supplemental EIR/EIS (pgs. 3.5-4 and 3.5-5) describe how Appendix 3.5-A data was extrapolated and used for the F-B LGA and May 2014 Project and provides reasons as to why new EMF/EMI baseline measurements for these two

I006-330

alignments were not required or applicable. Refer to Section 3.5.3.2 of the Draft Supplemental EIR/EIS for the reasoning for not performing additional in-field measurements for the F-B LGA. Table 3.5-1 of the Draft Supplemental EIR/EIS (pg. 3.5-5) provides an EMF/EMI comparison of the May 2014 Project and F-B LGA alignments. The left column of Table 3.5-1 lists the 10 measurement locations along the May 2014 Project and the right column lists comparable land use locations along the F-B LGA. Based on the similarities in land use, power and communications infrastructure, and similar environment, it was concluded that the prevailing electromagnetic fields along the F-B LGA were effectively the same as at locations along the May 2014 Project alignment from Shafter to Bakersfield. As such, Appendix 3.5-A does not require incorporation of EMF/EMI field measurements for locations adjacent to the F-B LGA and May 2014 Project.

I006-331

Local last-mile connectivity is currently being evaluated by the City of Bakersfield as a separate project which is focusing on land use and local multi-modal transportation accessibility around the station site. This connectivity is being analyzed in detail in the "Making Downtown Bakersfield Station Area Vision Plan" which is available on the City's website. No revisions to the Final Supplemental EIR have been made in response to this comment.

I006-332

Water usage along the F-B LGA alignment and at the Bakersfield passenger station is reasonably assumed to be comparable to those along alternative alignments and at passenger stations evaluated in the Fresno to Bakersfield Section Final EIR/EIS. This is because there are no features associated with the F-B LGA that would increase water use requirements compared to project alternatives. As described in Appendix 3.6-B to the Draft Supplemental EIR/EIS, Water Usage Analysis Technical Memorandum, a number of technical appendices included as part of the Fresno to Bakersfield Section Final EIR/EIS were not recreated for the F-B LGA Draft Supplemental EIR/EIS because the information contained in the technical appendix is directly applicable to the F-B LGA. Appendix 3.6-B to the Final EIR/EIS for the Fresno to Bakersfield Section describes water use requirements associated with HSR components.

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I006-332

As described in Table 3.6-8, Operational Water Demand Summary, on page 3.6-32 of the Draft Supplemental EIR/EIS, operational water use at the MOIF is estimated based on a per-capita rate of 30 gallons per day (the same rate assumed for the Heavy Maintenance Facility [HMF]/MOIF in the Fresno to Bakersfield Section Final EIR/EIS). This is based on water use data from a comparable facility operated by BART in Hayward, California and is a conservative estimate because the per-capita rate used for the HMF/MOIF also accounted for train washing at the HMF, which would not occur at the MOIF (the May 2014 Project co-located the HMF and MOIF). It was further assumed that water use at the MOIF would occur 365 days per year, and overall water use was rounded up from 5.84 acre-feet per year to six acre-feet per year. It was also assumed that operational water use at the F Street Station in Bakersfield would be the same as that for the Truxtun Avenue Station in the Fresno to Bakersfield Section Final EIR/EIS, as these two stations would be designed to accommodate the same number of passengers and employees.

No revisions to the Final Supplemental EIR were incorporated based on this comment.

I006-333

Total annual water usage for the F-B LGA alignment is estimated to be 65 acre-feet per year, as described in Table 3.6-8, Operational Water Demand Summary, on page 3.6-32 of the Draft Supplemental EIR/EIS for the F-B LGA.

I006-334

Total annual water usage for the F-B LGA passenger station in Bakersfield is estimated to be 52 acre-feet per year, as described in Table 3.6-8, Operational Water Demand Summary, on page 3.6-32 of the Draft Supplemental EIR/EIS for the F-B LGA.

I006-335

Construction of the F-B LGA would require an estimated total of 244.05 acre-feet of water. Table 3.6-5, Construction Water Use Summary, on pages 3.6-21 and 3.6-22 of the Draft Supplemental EIR/EIS, identifies water use requirements associated with specific project components, including the following:

I006-335

- Rail alignment concrete work (24.74 acre-feet)
- Rail alignment earth work (3.25 acre-feet)
- Rail alignment dust control (79.11 acre-feet)
- Rail alignment irrigation (17.88 acre-feet)
- MOIF concrete work (9.78 acre-feet)
- MOIF dust control (80.68 acre-feet)
- MOIF irrigation (7.33) acre-feet
- F Street Station concrete work (1.31 acre-feet)
- F Street Station dust control (19.23 acre-feet)
- F Street Station irrigation (0.75 acre-foot).

I006-336

The commenter refers to the construction phase of the Fresno to Bakersfield Section, but the comment addresses operational water use requirements. Construction water requirements were not compared to existing land uses because they are temporary in nature. Therefore, this response focuses on operational water uses.

Operational water use requirements associated with the F-B LGA were compared to existing water use associated with land uses along the proposed F-B LGA alignment footprint. Existing water uses are delineated in Table 3.6-6, Existing Water Use for the F-B LGA, on pages 3.6-22 and 3.6-23 of the Draft Supplemental EIR/EIS for the F-B LGA. As shown in that table, existing land uses in the proposed F-B LGA footprint require approximately 1,892.3 acre-feet of water per year, accounting for land uses that include single-family and multi-family residential, commercial, industrial, institutional, roadways and rights-of-way, and agricultural. As shown in Table 3.6-8, Operational Water Demand Summary, on page 3.6-32 of the Draft Supplemental EIR/EIS, operation of the F-B LGA would require an estimated 65 acre-feet of water per year. This is approximately 1,827.3 acre-feet per year less than water demands associated with current land uses in the proposed F-B LGA footprint, or approximately 3.4 percent of existing water uses in the F-B LGA footprint.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-337

Existing land uses in the F-B LGA footprint are described on pages 3.6-21 and 3.6-22 of the Draft Supplemental EIR/EIS for the F-B LGA and generally include single-family and multi-family residential, commercial, industrial, institutional, roadways and rights-of-way, and agricultural land uses.

Table 3.6-8, Operational Water Demand Summary, on page 3.6-32 of the Draft Supplemental EIR/EIS presents water demands associated with the F-B LGA passenger station in Bakersfield. Operation of the F Street Station would require an estimated 59 acre-feet of water per year.

Table 3.6-5, Construction Water Use Summary, on pages 3.6-21 and 3.6-22 of the Draft Supplemental EIR/EIS presents the construction water use summary for the F-B LGA. Construction water requirements are specified for individual project components, including the following:

- Rail alignment concrete work (24.74 acre-feet)
- Rail alignment earth work (3.25 acre-feet)
- Rail alignment dust control (79.11 acre-feet)
- Rail alignment irrigation (17.88 acre-feet)
- MOIF concrete work (9.78 acre-feet)
- MOIF dust control (80.68 acre-feet)
- MOIF irrigation (7.33 acre-feet)
- F Street Station concrete work (1.31 acre-feet)
- F Street Station dust control (19.23 acre-feet)
- F Street Station irrigation (0.75 acre-foot).

Table 3.6-6, Existing Water Use for the F-B LGA, on pages 3.6-22 and 3.6-23 of the Draft Supplemental EIR/EIS provides existing water use for the F-B LGA MOIF site, track alignment, and passenger station. The table shows existing land uses in the proposed F-B LGA footprint require approximately 1,892.3 acre-feet of water per year, and accounts for single-family and multi-family residential, commercial, industrial, institutional, roadways and rights-of-way, and agricultural land uses.

Table 3.6-8, Operational Water Demand Summary, on page 3.6-32 of the Draft

I006-337

Supplemental EIR/EIS identifies operational water use demands for the F-B LGA MOIF site, track alignment, and passenger station. Operation of the F-B LGA would require an estimated 65 acre-feet of water per year.

I006-338

As stated in Appendix 3.7-A of the Draft Supplemental EIR/EIS, a number of technical appendices included as part of the Fresno to Bakersfield Section Final EIR/EIS were not updated because the information contained within the technical appendix remains applicable to the F-B LGA and revisions were determined to be unnecessary. Appendix 3.7-A did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Draft Supplemental EIR/EIS. For additional detail related to the special-status plant and wildlife species considered for the analysis of the F-B LGA, refer to Appendices C and E in the F-B LGA Biological Resources and Wetlands Technical Report, available on the Authority's website. For locations of the habitats observed within the F-B LGA and the layout of the F-B LGA alignment, refer to Figure 3.7-3 in the Draft Supplemental EIR/EIS.

I006-339

Appendix 3.7-A includes a list of special-status species potentially occurring within the Fresno to Bakersfield Section and figures showing the Fresno to Bakersfield alignment and its observed habitats. Refer to Section 3.7.4.2 of the Draft Supplemental EIR/EIS, specifically Tables 3.7-6 through 3.7-9, for information that validates the impacts on biological resources within the F-B LGA alignment as summarized in Appendix 3.7-B. Table 3.7-3 and 3.7-4 of the Draft Supplemental EIR/EIS provide a list of special-status species potentially occurring within the F-B LGA study area, and Figure 3.7-3 shows the wildlife habitat types associated with the F-B LGA.

I006-340

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states "The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-340

conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013)." Therefore, the Watershed Evaluation Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS. For a similar table that summarizes the aquatic resources existing within the wetland study area for the F-B LGA, refer to Table 4-2 in the F-B LGA Final Wetlands Report, available on the Authority's website.

I006-341

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states "The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013)." Therefore, the Watershed Evaluation Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS. For information about the watershed profile of the F-B LGA alignment, refer to Section 3.7.3.2 of the Draft Supplemental EIR/EIS.

I006-342

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states "The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013)." Therefore, the Watershed Evaluation Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS. For information about direct-permanent impacts to aquatic resources within the F-B LGA alignment, refer to Table 3.7-9 in Section 3.7.4.2 of the Draft Supplemental EIR/EIS. For additional information related to the quality of aquatic resources impacted by the F-B LGA, refer to Table 5-2 in the Supplemental Checkpoint C Summary Report, available on the Authority's website.

I006-343

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states "The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013)." Therefore, the Watershed Evaluation Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS. Figure 1-3 in the Draft Supplemental EIR/EIS shows the location of the F-B LGA alignment along with all the other alignment alternatives.

I006-344

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states "The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013)." Therefore, the Watershed Evaluation Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS. For additional information about the methodology of assessments to the aquatic resources within the F-B LGA alignment, refer to Sections 4.1, 4.2.1.2, and 4.2.2.6 of the F-B LGA Biological Resources and Wetlands Report, available on the Authority's website. Section 3.3 of the Supplemental Checkpoint C Summary Report, also available on the Authority's website, contains detail related to the assessment of relative condition of the aquatic resources within the F-B LGA footprint.

I006-345

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states "The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-345

conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013).” Therefore, the Watershed Evaluation Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS. For information about the methodology of assessments to the aquatic resources within the F-B LGA alignment, refer to Sections 4.2.2.6, 5.6, and 6.1 of the F-B LGA Biological Resources and Wetlands Report, available on the Authority’s website.

I006-346

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states “The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013).” Therefore, the Watershed Evaluation Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS. For information about permanent and temporary impacts to aquatic resources within the F-B LGA alignment, refer to Section 3.7.4.2 of the Draft Supplemental EIR/EIS. There are no vernal pools or swale features located within the F-B LGA footprint.

I006-347

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states “The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013).” Therefore, the Watershed Evaluation Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS. For information about indirect impacts to aquatic resources within the F-B LGA alignment, refer to Section 3.7.4.2 of the Draft Supplemental EIR/EIS. Additional detail is included in Sections 5.1 and 5.2 of the

I006-347

Supplemental Checkpoint C Summary Report, available on the Authority’s website.

I006-348

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states “The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013).” Therefore, the Watershed Evaluation Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS.

As reflected in Sections 3.3 and 5.2 of the Supplemental Checkpoint C Summary Report, available on the Authority’s website, the relative condition of the aquatic resources for both the May 2014 Project and F-B LGA is similar, and, thus, these features generally provide the same functions and values. The post-project conditions of the aquatic resources summarized in Section 3.4.1.1 of the Watershed Evaluation Report would be similar for the F-B LGA. For a summary of CEQA significance after mitigation which provides the basis for a no-net loss determination for aquatic resources within the F-B LGA alignment, refer to Section 3.7.5.3 of the Draft Supplemental EIR/EIS.

I006-349

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states “The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013).” Therefore, the Watershed Evaluation Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS.

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I006-349

The F-B LGA diverges from the BNSF railroad alignment at the northern extent of the alignment at Poplar Avenue and parallels the UPRR from 7th Standard Road to the southern terminus of the F-B LGA at Oswell Street. Both sections of railroad are within urban areas and have little to no adjacent aquatic resources with the exception of the Kern River corridor. As reflected in Sections 3.3 and 5.2 of the Supplemental Checkpoint C Summary Report, available on the Authority's website, the relative condition of the aquatic resources for both the May 2014 Project and F-B LGA is similar, and, thus, these features generally provide the same functions and values. The post-project conditions of the aquatic resources summarized in Section 3.4.1.1 of the Watershed Evaluation Report would be similar for the F-B LGA.

I006-350

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states "The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013)." Therefore, the Watershed Evaluation Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS. For information about the environmental setting associated with the F-B LGA alignment, refer to Chapter 5 of the F-B LGA Biological Resources and Wetlands Report, available on the Authority's website.

I006-351

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states "The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013)." Therefore, the Watershed Evaluation

I006-351

Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS. Refer to Figure 3.7-2 in the Draft Supplemental EIR/EIS for the position of the F-B LGA alignment in relation to the watersheds of the Tulare Lake Basin. For information about the watersheds, refer to Section 3.7.3.2 of the Draft Supplemental EIR/EIS.

I006-352

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states "The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013)." Therefore, the Watershed Evaluation Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS. Refer to Figure 3.7-2 in the Draft Supplemental EIR/EIS for the position of the F-B LGA alignment in relation to the watersheds of the Tulare Lake Basin. For information about the watersheds, refer to Section 3.7.3.2 of the Draft Supplemental EIR/EIS.

I006-353

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states "The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013)." Therefore, the Watershed Evaluation Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS. Refer to Figure 3.8-2 in the Draft Supplemental EIR/EIS for the position of the F-B LGA alignment in relation to the surface waters and floodplains of the region.

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I006-354

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states “The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013).” Therefore, the Watershed Evaluation Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS. Refer to Figure 3.7-2 in the Draft Supplemental EIR/EIS for the soil associations within the F-B LGA alignment.

I006-355

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states “The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013).” Therefore, the Watershed Evaluation Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS. Refer to Figure 3.9-1 in the Draft Supplemental EIR/EIS for the physiographic characteristics associated with the F-B LGA alignment.

I006-356

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states “The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013).” Therefore, the Watershed Evaluation Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS. For the habitat types within the F-B LGA alignment, refer to Figure 3.7-3 in the Draft Supplemental EIR/EIS.

I006-357

A number of technical appendices included as part of the Fresno to Bakersfield Section Final EIR/EIS were not updated for the Draft Supplemental EIR/EIS because the information contained within the technical appendix remains applicable to the F-B LGA and revisions were determined to be unnecessary. Appendix 3.7-C did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Draft Supplemental EIR/EIS. To review the appendix in its entirety, refer to the Authority’s Final EIR/EIS: Fresno to Bakersfield website. To maintain consistency with wildlife habitat types presented in the Fresno to Bakersfield Section Final EIR/EIS, the BNSF Urban designation is inclusive to all railroad rights-of-way including the UPRR. Refer to Section 5.2.2.1 in the Supplemental Biological Resources and Wetlands Technical Report.

I006-358

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states “The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013).” Therefore, the Watershed Evaluation Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS. For the jurisdictional waters delineation areas within the F-B LGA alignment, refer to Figure 3.7-10 in the Draft Supplemental EIR/EIS.

I006-359

Tables 3.8-B5 and 3.8-B6 in the Fresno to Bakersfield Section Final EIR/EIS show the hydraulic modeling results, including the change in water surface elevation, for two flood scenarios of the Kern River crossing associated with the May 2014 Project: (1) the lower dirt road embankment adjacent to the north bank of the Kern River from Coffee Road to Mohawk Street would not fail during a 100-year flow; and (2) the lower dirt road embankment would fail during a 100-year flow. According to Table 3.8-B5 and 3.8-B6, the Bakersfield Hybrid alternative, which is a component of the May 2014 Project, would cause up to a 0.41-foot rise in the channel for the FEMA 100-year flow and up to a 0.48-

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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foot rise in the channel for the CVFPB 100-year flow. The hydraulic modeling results, including the change in water surface elevation, for the Kern River crossing associated with the F-B LGA is shown in Table 4-2 through Table 4-5 in the Fresno to Bakersfield Project Section Bakersfield F Street Station Alignment Draft PEPD Floodplain Impact Report. The F-B LGA would cause up to a 0.1-foot rise in the channel for the FEMA 100-year flow assuming FEMA 100-year water surface elevation, up to a 0.4-foot rise in the channel for the FEMA 100-year flow assuming normal channel depth, up to 0.5-foot rise in the channel for the CVFPB 100-year flow assuming normal depth, and up to 0.7-foot rise in the channel for the CVFPB 200-year flow assuming normal depth (Tables 4-2 through 4-5).

I006-360

Appendix 3.11-A, Safety and Security Data, provides a baseline for the train accidents and casualties that have occurred in the study area of the May 2014 Project during the 2004 to 2009 period. This data was used for the F-B LGA in order to perform an apples-to-apples comparison of the same timeline (2004 to 2009) for train accidents and casualties data. The resulting information is provided for the F-B LGA in Section 3.11.3.2 of the Draft Supplemental EIR/EIS. Furthermore, the data provides background/setting information but is not utilized to evaluate impacts. No revisions to the Draft Supplemental EIR/EIS have been made in response to this comment.

I006-361

The commenter requests the highway-rail grade crossing accidents/incidents along the F-B LGA alignment. The requested information is provided in Volume I, Section 3.11.3.2, under the Rail and Airports subsection. The information and data presented in that section is based on occurrences within the F-B LGA Study Area, which includes the HSR right-of-way, areas adjacent to the construction footprint, and the area within a 0.5-mile radius of the proposed F-B LGA centerline.

I006-362

The commenter requests identification of the critical facilities and infrastructure in the HSR Study Area. These facilities are described in Volume 1, Section 3.11.3 of the Draft Supplemental EIR/EIS for both the May 2014 Project and F-B LGA. Critical facilities

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within the F-B LGA study area are shown on Figure 3.11-3, Sheets 1 and 2 in Volume 1, Section 3.11.3.2 of the Draft Supplemental EIR/EIS. Figures 3.11-6 and 3.11-7 in Section 3.11 of the Fresno to Bakersfield Section Final EIR/EIS (pages 3.11-13 and 3.11-14) show critical facilities and infrastructure between Shafter and Bakersfield along the BNSF Alternative and Bakersfield Hybrid alignments, which are complementary to the May 2014 Project alignment.

I006-363

The commenter indicates that the F Street Station is within the Bakersfield Meadows Field Glideslope and approach buffer which are part of Part 77 Airspace. Figure 4-40 of the County of Kern Airport Land Use Compatibility Plan (November 13, 2012) shows the Airspace Plan of the Bakersfield Meadows Field. The Authority has determined that the F Street Station is partially located in the Conical Surface of the Bakersfield Meadows Field Airspace Plan but is not within the Glideslope and approach buffer of the Bakersfield Meadows Field Part 77 Airspace. According to Part 77, a Conical Surface is "a surface, which extends upward and outward from the outer limits of the Horizontal Surface for a horizontal distance of 4,000 feet. The slope of the conical surface is 20-1 (5 percent) measured in a vertical plan." The Part 77 Airspace Surfaces are concerned with objects that could penetrate the imaginary air space around airports which could potentially cause obstructions to airplanes approaching and departing from the specific airport. As such, the Part 77 Airspace Surfaces does not regulate the density of development in the specific airspace surfaces.

The Kern County Airport Land Use Compatibility Plan includes the Land Use Designation map (page 4-71) for the Meadows Field Airport which provides the land uses within the Airport's Sphere of Influence (SOI). These land uses correspond to the land uses established in the Kern County General Plan. The land uses within the Airport's SOI includes AG/Open Land, Public Facility, Commercial/Industrial, Low Density Residential, Medium Density Residential, and High Density Residential. The density and type of development that could occur under these land uses is described in the Kern County General Plan Land Use Element. It should be noted that the F Street Station associated with the F-B LGA is not located within the Airport's SOI and land development regulations within the SOI would therefore not be applicable to the F Street Station and areas around the station.

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I006-363

It should be noted that Kern County and the airport operator did not submit concerns or comments regarding this facility.

I006-364

The PEPD Record Set Design prepared for the F-B LGA included a TOWAIR Analysis Report to determine if the F-B LGA was located in Part 77 Airspace Surfaces for Bakersfield Meadows Field and Shafter-Minter Field. The TOWAIR Analysis for the F-B LGA took into account every radio tower along the alignment which are considered the tallest design features of the alignment and which could penetrate the Part 77 Airspace Surfaces of Shafter-Minter Field. All of the features of the F-B LGA in proximity to the Shafter-Minter Field passed the TOWAIR Analysis and confirms that if any of the design features are indeed within the Shafter-Minter Field Part 77 Airspace Surfaces that they would not impact airport operations.

I006-365

Mill Creek Linear Park is a tree-lined walkway along a drainage canal in Bakersfield. Mill Creek Linear Park is within 300 feet of the F-B LGA alignment centerline. See also Response to Comment B031-3 in Chapter 24 of this Final Supplemental EIR for more discussion regarding impacts to Mill Creek Linear Park. Mill Creek Park (also known as "Central Park" or "Central Park at Mill Creek") is located outside of the 1,000-foot buffer from the F-B LGA alignment centerline and is therefore outside the study area.

I006-366

The Kern Council of Governments Terminal Impact Analysis Study was not evaluated in either the Fresno to Bakersfield Section Final EIR/EIS or the Supplemental EIR/EIS. While the document provides an assessment of three potential station areas, it does not include adopted plans, goals, or policies with which the project could be compared for consistency. The terminal impact analysis was prepared in 2003. Subsequent to 2003, the Kern Council of Governments adopted the Metropolitan Bakersfield Transit Center Study in 2015. The 2015 Metropolitan Bakersfield Transit Center Study supersedes the

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2003 Terminal Impact Analysis.

I006-367

The Draft EIR for the City of Bakersfield Vision Plan was released and available for public review from January 5, 2018 to February 1, 2018, and the EIR was certified and the Vision Plan adopted in May 2018. The Vision Plan is a reasonably foreseeable project that would be implemented by the City and should be considered in this analysis. Section 15355 of the CEQA Guidelines states, "Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

(a) The individual effects may be changes resulting from a single project or a number of separate projects.

(b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

No revisions have been made to the Final Supplemental EIR in response to this comment.

I006-368

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

I006-369

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

The commenter is questioning why the May 2014 Project, as depicted in Appendix 3.14-B of the Draft Supplemental EIR/EIS, correctly includes only the Maintenance of Infrastructure Facility (MOIF) while the other sections of the Draft Supplemental EIR/EIS

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appear to include the Shafter Heavy Maintenance Facility (HMF).

The commenter also correctly notes that Figure 3.14-B-2 (Sheet 3) in Appendix 3.14-B of the Draft Supplemental EIR/EIS accurately shows the location of the MOIF for the May 2014 Project. In order to fully address this comment, the other figures in the Draft Supplemental EIR/EIS depicting the May 2014 Project were reviewed for accuracy. Figure 2-1, F-B LGA and May 2014 Project, was updated as part of the Draft Supplemental EIR/EIS to accurately portray the location of the MOIF. This figure, as included in the Draft Supplemental EIR/EIS, incorrectly identified the construction area on the east side of the May 2014 Project alignment as the MOIF and potentially resulted in the impression that the Shafter HMF was included in the project footprint. Refer to Chapter 16 of this Final Supplemental EIR. All other figures included in the Draft Supplemental EIR/EIS correctly show the May 2014 MOIF and adjacent construction areas.

I006-370

The commenter notes that the Flysheet for Appendix 3.14-C links to Appendix 3.14-C prepared for the Final EIR/EIS, which analyzes alignments proposed in that document. The commenter asks where the analysis for the F-B LGA is located. The analysis for the F-B LGA is located under Impact-AG#3 and Impact-AG#9 in Section 3.14 of the Draft Supplemental EIR/EIS. The information provided in Appendix 3.14-C of the Final EIR/EIS is sufficient to support this analysis.

I006-371

The Section 106 Programmatic Agreement (PA) delegates the Authority as the agency responsible for federal actions under the National Historic Preservation Act (NHPA) of 1966, as amended, with the exception that FRA retains the responsibility to conduct Government-to-Government consultation. The NHPA is a federal law separate from NEPA. Should the Authority receive NEPA assignment, the Section 106 PA will still apply in the identification, evaluation, and treatment of historic properties.

I006-372

The commenter asks why the “Downtown Bakersfield High Speed Rail Station Area Vision Plan,” or the Making Downtown Bakersfield Station Area Vision Plan (Vision Plan), is included in the list of planned and potential projects for analysis of cumulative impacts in the Draft Supplemental EIR/EIS. The Vision Plan is a strategic planning document which, as the commenter points out, does not include physical projects or zoning changes. Instead, the Vision Plan is intended to build on the Bakersfield General Plan to guide future development in the station area in Bakersfield. The Vision Plan’s EIR is a Program EIR, intended to streamline environmental review of projects that fall within the Vision Plan’s purview. Though the Vision Plan does not involve physical projects or zoning changes, it is the most cohesive look at what the City is planning and what could potentially be developed in the station area and along the alignment in downtown Bakersfield. The F-B LGA cumulative impact analysis considers past, present, and reasonably foreseeable projects within the 2035 planning horizon. Therefore, it is relevant to include the Vision Plan as a part of the cumulative impacts analysis for the F-B LGA. Refer to Section 3.19 of the Draft Supplemental EIR/EIS for more information about cumulative impact methodology and analysis. Refer to the Vision Plan Draft EIR for more information about Vision Plan project impacts and cumulative impacts.

I006-373

The commenter refers to Figure 4 of Appendix 3.19-A to ask why the project boundaries of the Making Downtown Bakersfield Station Area Vision Plan were not included in the mapped projects, and to ask why the communities of Oildale and East Bakersfield were not labeled on the map. Figure 4 has been revised to include the Vision Plan’s project boundaries and labels for the communities of Oildale and East Bakersfield. Refer to Chapter 16 of this Final Supplemental EIR.

I006-374

The commenter refers to Table B-3 of Appendix 3.19-B in the Draft Supplemental EIR/EIS and asks why the planned Centennial Corridor, Beltway Operation Improvements, Oak Street and Truxtun Ave, and Oak Street and 24th Street intersection improvements projects have not been included.

While the Oak Street and 24th Street intersection improvements project is included

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-374

under the 24th Street Improvement Project listed in Table B-3, the Centennial Corridor, Beltway Operational Improvements, and Truxtun Avenue Operational Improvements have been added to the table as requested. Refer to Chapter 16 of this Final Supplemental EIR. The addition of these planned transportation projects does not affect the analysis contained within the Draft Supplemental EIR/EIS.

I006-375

The commenter refers to Figure 4 of Appendix 3.19-B to ask why the communities of Oildale and East Bakersfield were not labeled on the map. Figure 4 has been revised to include labels for the communities of Oildale and East Bakersfield. Refer to Chapter 16 of this Final Supplemental EIR.

I006-376

The commenter refers to Appendix 5-A, which is a Flysheet. Appendix 5-A: Operating Cost Memorandum was not updated for the F-B LGA, as operating costs estimated for the F-B LGA are approximately the same for the May 2014 Project and the F-B LGA. The Appendix from the Fresno to Bakersfield Final EIR/EIS to which the Flysheet refers considers the entire Fresno to Bakersfield section, and provides operation and maintenance cost estimates that include an HMF as well as estimates that do not include an HMF. The commenter suggests that references throughout the Draft Supplemental EIR/EIS be changed to "May 2014 Project Impacts with HMF" and "May 2014 Project Impacts without HMF." The Draft Supplemental EIR/EIS, when comparing potential impacts of the May 2014 Project and the F-B LGA, does not include the HMF, as this would not provide an apples-to-apples comparison. The only times that the potential inclusion of an HMF is discussed in the Draft Supplemental EIR/EIS is to refer to the potential inclusion of such facility in the Fresno to Bakersfield section as a whole, rather than specifically within the footprint of the May 2014 Project.

I006-377

The commenter asks if the early train operator reviewed and commented on this section (referring to Technical Appendix 5-A of the Draft Supplemental EIR/EIS).

I006-377

The Authority awarded the early train operator contract to DB Engineering & Consulting USA on November 15, 2017, after the release of the Draft Supplemental EIR/EIS. The early train operator was not under contract prior to the release of the Draft Supplemental EIR/EIS and therefore did not review Technical Appendix 5-A of the Supplemental EIR/EIS.

I006-378

The commenter states that the May 2014 Project included a station that would have the main north station entrance centered at V St and Truxtun Avenue (rather than Union Avenue and Truxtun Avenue).

The statement the commenter is referencing never specifies the main station entrance, but simply states that it would be constructed at the corner of Truxtun Avenue and Union Avenue. No revisions have been made to the Final Supplemental EIR based on this comment.

I006-379

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

I006-380

Figure 8-A-2 is for both stations. Intersections have been color coded to illustrate which station alternative the intersections are being analyzed. No revisions to the Final Supplemental EIR have been made in response to this comment.

I006-381

Figure 8-A-4 Existing Plus May 2014 Project: Average Daily Traffic and Number of Lanes illustrates traffic volumes under existing conditions, as the Centennial Corridor was not in operation under existing conditions year. The year 2035 analysis takes into account the traffic shift due to the large scale roadway improvement projects referenced by the commenter. No revisions to the Final Supplemental EIR have been made in response to this comment.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-382

At the time the project was being evaluated, Centennial Corridor was yet to be constructed. As such, all TRIP projects have been included in the year 2035 analysis by which time they are all anticipated to be completed. The year 2035 analysis is based on the KernCOG Travel Demand Model which includes all trip projects. Project traffic impacts have been determined considering all these improvements will be in place by year 2035. No revisions to the Final Supplemental EIR have been made in response to this comment.

I006-383

The TRIP projects that currently do not exist have all been included in the year 2035 traffic analysis. Project impacts under the 2035 scenario have been identified after the improvements are in place and corresponding mitigation measures have been reported in the analysis. No revisions to the Final Supplemental EIR have been made in response to this comment.

I006-384

The commenter asserts that the summary statement following Table 8-A-1 in the Draft Supplemental EIR/EIS is incorrect and should be revised. The Authority does not agree that the summary statement should be revised because the valuation of the metrics considered in the table are subjective. The rows specifying roadway segments and study intersections reflect pre-mitigation impacts. Post-mitigation, each of these metrics would result in less than significant impacts for the F-B LGA and the May 2014 Project. Additionally, comparing the value of one construction period intersection impact to removal of seven BNSF at-grade crossings is not a fair comparison. Additionally, the May 2014 Project only evaluated station area impacts along the May 2014 Project HSR alignment (refer to the text following Table 8-A-1 in the Draft Supplemental EIR/EIS). The F-B LGA evaluated impacts for the station area as well as areas in City of Shafter, Kern County, and rest of Bakersfield. Comparing just station area impacts, the F-B LGA creates impacts at 9 intersections compared to 11 under May 2014 Project under year 2035 conditions. No changes have been made to the Final Supplemental EIR in response to this comment.

I006-385

The commenter states that for Table 8-A-1, Transportation Impact Comparison, that 5,200 parking spaces for the F-B LGA is more parking spaces and should not be considered a lower impact than the 4,500 parking spaces for the May 2014 Project.

In terms of parking impacts, Section 3.2 of the Draft Supplemental EIR/EIS provides an analysis of parking demand and concludes that 5,200 parking spaces would provide sufficient parking for the Station. Vehicular trips are accounted for within the Travel Demand Model. Also refer to Response to Comment I006-384 which responds to the question of why the F-B LGA has fewer transportation impacts than the May 2014 Project. No revisions have been made to the Final Supplemental EIR in response to this comment.

I006-386

Page 3.3-39 of the Draft Supplemental EIR/EIS includes a summary of the total emission changes due to the HSR system operation including emissions associated with ridership, regional vehicle travel, and direct project operation emissions from HSR stations. Emission results indicate the project would result in a net regional decrease in emissions of criteria pollutants. These decreases would be beneficial to the SJVAB and help the basin meet its attainment goals.

As shown in Table 8-A-5 of the Draft Supplemental EIR/EIS, the May 2014 Project and the F-B LGA would result in similar construction and operational impacts and GHG impacts. Based on the analysis and the comparable findings documented in the Draft Supplemental EIR/EIS, a separate analysis of criteria pollutants associated with the F-B LGA and the May 2014 Project is not warranted.

I006-387

The purpose of Table 8-A-7 in Appendix 8-A is to provide a quantitative comparison between the post-mitigation noise and vibration impacts associated with the May 2014 Project and the F-B LGA. Table 8-A-7 in Appendix 8-A is not meant to provide detailed impact information on specific land uses such as the San Joaquin Community Hospital. Tables 3.4-20 and 3.4-21 and Figures 3.4-4 and 3.4-5 of the Draft Supplemental

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I006-387

EIR/EIS present the pre-mitigation noise impacts on receptors in the study area. One hospital is listed in Tables 3.4-20. This listing corresponds to the San Joaquin Community Hospital. Tables 3.4-26 (under N&V-MM#3) and 3.4-28 of the Draft Supplemental EIR/EIS present the post-mitigation noise impacts for the same receptors presented in Tables 3.4-20 and 3.4-21. As shown in Table 3.4-28, the San Joaquin Community Hospital would result in no impact with the implementation of a 14-foot noise barrier.

I006-388

The purpose of Table 8-A-7 is to provide a quantitative comparison between post-mitigation noise and vibration impacts associated with the May 2014 Project and the F-B LGA Project. Table 8-A-7 is not meant to provide detailed impact information on specific land uses such as the Kern County Museum. Tables 3.4-20 and 3.4-21 and Figures 3.4-4 and 3.4-5 of the Draft Supplemental EIR/EIS present the pre-mitigation noise impacts. Tables 3.4-26 (under N&V-MM#3) and 3.4-28 of the Draft Supplemental EIR/EIS present the post-mitigation noise impacts for the same receptors presented in Tables 3.4-20 and 3.4-21. Also, Table 8-A-7 indicates that there are no noise impacts on historic properties when mitigation measures are implemented.

I006-389

The noise impact analysis and the discussion on schools are located in Section 3.4, Noise and Vibration of the Draft Supplemental EIR/EIS. All schools located within 2,500 feet from the centerline of the F-B LGA alignment were included in the noise impact analysis (Table 3.4-21), including but not limited to the Valley Oaks Charter School. Table 8-A-7 was not meant to provide detailed impact information on specific land use categories such as schools. In addition, impacts from noise and vibration are separated as two different types of impacts and are broken down as separate categories. To provide clarification, the land use categories listed in Table 8-A-7 have been indented to show the difference between the comparative noise and vibration impacts. Refer to Chapter 16 of this Final Supplemental EIR.

I006-390

The equivalent figures depicting the noise impacts for F-B LGA are shown in Figures

I006-390

3.4-4 and 3.4-5 in Section 3.4, Noise and Vibration of the Draft Supplemental EIR/EIS. The comparison of noise impacts between the May 2014 Project and the F-B LGA is shown in Table 8-A-7 in Appendix 8-A, while F-B LGA-specific analysis is included in Chapter 3 of the Draft Supplemental EIR/EIS.

I006-391

The commenter requests that an additional sentence be added to the comparative discussion. The current text already suggests that the "F-B LGA would have greater vibration impacts than the May 2014 project" by stating that vibration effects from the F-B LGA would be noticeable to 18 receivers and to no receivers under the May 2014 Project. No changes to the Final Supplemental EIR text have been made in response to this comment.

I006-392

The commenter cites text referring to Figure 8-A-6 the Electromagnetic Field/Electromagnetic Interference (EMF/EMI) section of Appendix 8-A of the Draft Supplemental EIR/EIS. The commenter asks for confirmation that the analysis presented reflects "May 2014 Project Alignment B3 and not May 2014 Project Alignment B1 or B2." The May 2014 Project, which is the portion of the Preferred Alternative from the Fresno to Bakersfield Section Final EIR/EIS which is comparable to the F-B LGA, consists of the portion of the BNSF Alternative from Poplar Avenue to Hageman Road and the Bakersfield Hybrid Alternative from Hageman Road to Oswell Street." The segments reflected in the portion of the BNSF Alternative and the portion of the Bakersfield Hybrid Alternative that make up the May 2014 Project are WS1 and B3, respectively. There is no May 2014 Project Alignment B1 or B2. The May 2014 Project alignment is static throughout the Draft Supplemental EIR/EIS. The May 2014 Project used in Technical Appendix 8-A of the Draft Supplemental EIR/EIS reflects the B3 alignment segment.

The commenter asks if there are any medical imaging facilities in the San Joaquin Community Hospital Building (now called Adventist Health Bakersfield) along K Street, in particular a cancer center. The F-B LGA centerline is 541 feet from the nearest parcel owned by San Joaquin Community Hospital/Adventist Health Bakersfield. (This parcel is currently occupied by a surface parking lot.) The closest San Joaquin Community

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-392

Hospital/Adventist Health Bakersfield facility that may have equipment sensitive to EMI/EMF is the Quest Imaging building located at 2700 Chester Avenue, which is located approximately 827 feet from the F-B LGA centerline. As described in the Draft Supplemental EIR/EIS, the nearest facility or portions of this facility would still be located further than 500 feet from the F-B LGA centerline, thus precluding impacts associated with HSR EMI generation. The Adventist Health AIS Cancer Center, located at 2620 Chester Avenue, is further still from the F-B LGA centerline. As is true of the other San Joaquin Hospital/Adventist Health Bakersfield facilities, the distance from the F-B LGA centerline to this facility precludes the potential impact from HSR-produced EMF/EMI.

I006-393

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

I006-394

Comment noted; however, additional clarity is unwarranted as these tables are located in a section titled Special-Status Plant Communities. The text also references that black willow thickets are the only special-status community within the May 2014 Project and F-B LGA study areas.

I006-395

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

I006-396

Table 8-A-28 in Appendix 8-A compares the hydrology impacts of the F-B LGA and the May 2014 Project. As shown in the table, the May 2014 Project would be the least impact alternative for surface waters, water districts, disturbed surface area, and net impervious surface area. The May 2014 Project and F-B LGA would result in a similar level of impacts for groundwater basins and floodplains. No changes were made.

I006-397

Table 8-A-30 is in Appendix 8-A, Analysis of the Comparable Section (May 2014 Project), of the Draft Supplemental EIR/EIS, and only addresses the May 2014 Project. The equivalent information for the F-B LGA is provided in the Fresno to Bakersfield Draft Supplemental Hazardous Materials and Wastes Technical Report, Table 5-1 (Sites with Potential Environmental Concerns Identified in the Study Area [EDR Database Search Report]).

No revisions to the Final Supplemental EIR are necessary based upon this comment.

I006-398

Airports / airstrips / heliports located within two miles of the F-B LGA are identified in Table 3.11-2, Airports, Airstrips, and Heliports within 2 Miles of the F-B LGA Centerline, in Section 3.11, Safety and Security of the Draft Supplemental EIR/EIS (page 3.11-11).

Educational facilities located within 0.25 mile of the F-B LGA are shown on Figure 3.10-1, Overview of Potential Environmental Concern Sites and Educational Facilities in the Study Area, of the Draft Supplemental EIR/EIS (pages 3.10-7 through 3.10-21).

I006-399

The commenter indicates that the statement "In addition, potential impacts associated with the presence of airports/airstrips/heliports, educational facilities, and wildlands are comparable between the F-B LGA and the May 2014 Project, because the same precautions associated with the transport, use, handling, and storage of hazardous materials would be implemented under each, thereby minimizing or avoiding impacts." combines two different things and needs to be separated. The commenter also requests impacts and analysis on glide slope, approach, and other requirements for Bakersfield Meadows Field; asks how the F-B LGA would impact future facility growth including the ability of the airport to upgrade to Class C or B Airspace; and, what impacts Class B and C airspace and addition or reconfiguration of Meadows Field runways would have around the F-B LGA station/station areas.

The commenter is taking the statement in Technical Appendix 8-A out of context as the

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-399

section where this statement is provided is considering impacts on these facilities and wildlands from the use of hazardous materials and wastes associated with the F-B LGA and May 2014 Project. As such, the statement is correct and does not need to be revised.

Information on impacts to the Bakersfield Meadows Field Airport has been updated in Section 3.11 of the Draft Supplemental EIR/EIS. The following provides a summary of potential impacts to airspace and the land use plan of Bakersfield Meadows Air Field due to implementation of the F-B LGA and F Street Station. According to Table 4-23: Airport Features Meadows Field in the County of Kern Airport Land Use Compatibility Plan, planned improvements include a "4,000-foot extension of Runway 12R-30L[...], including a new parallel taxiway, entry and exit taxiways, and two additional taxiways connecting the extension to the northwest end of Runway 12L-30R and the rest of the airfield.". According to the Meadows Field Airport website (<http://www.meadowsfield.com/runway/>) the Meadows Field Airport Runway Rehabilitation Project is currently underway and includes three phases: Phase 1 includes removing 12 taxiways and condensing them to seven or eight taxiways; Phase 2 includes securing 3,000 feet of runway and replacing all lighting on the runway; and Phase 3 includes crowning the runway. Review of reference material does not indicate development of a planned north-south runway for the Meadows Field Airport. Planned upgrades including the ongoing Rehabilitation Project would be confined to Zone Class B and would not require the expansion of the Zone Class C.

Staff contacted Mr. Ron Brewster, Chief Operations Officer, of the Meadows Field Airport on February 5, 2018 to determine if a north-south runway was proposed for the Airport in the near future. Mr. Brewster indicated that the Meadows Field Airport Master Plan presented a potential expansion of the Airport that included development of a northwest to southeast runway; however, Mr. Brewster indicated that a north to south runway was not planned as part of the Master Plan. Mr. Brewster also indicated that since approval of the Master Plan that the future development of the northwest to southeast runway was abandoned and was no longer in consideration for Airport improvements. Mr. Brewster also confirmed that new runways for the Meadows Field Airport are not being considered at this time nor are they being considered for future development (Brewster, personal communication, February 5, 2018).

I006-399

The Kern County Airport Land Use Compatibility Plan includes the Land Use Designation map (page 4-71) for the Meadows Field Airport which provides the land uses within the Airport's Sphere of Influence (SOI). These land uses correspond to the land uses established in the Kern County General Plan. The land uses within the Airport's SOI includes AG/Open Land, Public Facility, Commercial/Industrial, Low Density Residential, Medium Density Residential, and, High Density Residential. The density and type of development that could occur under these land uses is described in the Kern County General Plan Land Use Element. It should be noted that the F Street Station associated with the F-B LGA is not located within the Airport's SOI and land development regulations within the SOI would therefore not be applicable to the F Street Station and areas around the station.

I006-400

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

The commenter also questions why entire parcels that touch the May 2014 Project Centerline are included and calculated in the study area versus the May 2014 Project study area. The figures in question do not depict parcel boundaries; as such, the figures have not been revised.

I006-401

The commenter asks that the statement "This impact is estimated to be comparable for F-B LGA" be added to the sentence discussing increased demand for local emergency responders around the Truxtun Avenue station resulting from the May 2014 Project. This discussion is presented under the heading "Comparison between the May 2014 Project and the F-B LGA" on page 8-A-84 of Appendix 8-A. As such, since this statement is already present, no further revisions/additions to this section is needed.

I006-402

The Draft Supplemental EIR/EIS, Section 3.11.4.2, Impact S&S-#8 states that the

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I006-402

project design would be coordinated with emergency responders (this includes ambulances, firefighters, law enforcement, etc.) to incorporate roadway modifications that maintain existing traffic patterns and fulfill response route needs, resulting in a less-than-significant impact on response times by service providers. Furthermore, Mitigation Measure S&S-MM #1 would be applicable to the F-B LGA and would require response monitoring of fire, rescue, and emergency service providers to incidents at the HSR station to ensure that response times are not increased due to F-B LGA development. As such, impacts associated with emergency response times (which includes ambulance response times to San Joaquin Community and Memorial Hospitals) are discussed, analyzed, and mitigated for in the Draft Supplemental EIR/EIS.

I006-403

The commenter questions why businesses and ancillary facilities associated with the Mercy Hospital medical complex are counted individually. The Mercy Hospital in itself would not be impacted by the May 2014 Project as the main campus is located at Mercy Hospital Downtown. However, Mercy Medical Plaza, located at 2323 16th Street, would be displaced by the May 2014 Project. In response to this comment the Final Supplemental EIR text has been revised for clarification. Refer to Chapter 16 of this Final Supplemental EIR.

I006-404

The commenter cites a statement from the Comparison between the F-B LGA and the May 2014 Project, Residential Displacements discussion in Technical Appendix 8-A (page 8-A-91) of the Draft Supplemental EIR/EIS. The statement is specifically comparing the potential for the F-B LGA and the May 2014 to result in residential displacements. As such, the requested addition of text stating that F-B LGA would cause disruption to agricultural lands along Burbank Avenue and commercial/industrial properties along CA-99, CA-204, and Old Town Kern would be out of place in this location.

The May 2014 Project follows the BNSF corridor and deviates from this corridor in for approximately 3.95 miles, until it turns and parallels the BNSF corridor in the vicinity of Commerce Drive in Bakersfield leading to the Truxtun Avenue Station. The F-B LGA follows the BNSF corridor and deviates in the vicinity of Cherry Avenue, just southeast

I006-404

of Shafter, for 7.29 miles until it reaches Verdugo Lane where it turns again and parallels the UPRR corridor through the F Street Station to the terminus of the F-B LGA alignment in East Bakersfield. It is acknowledged that the F-B LGA deviates from existing transportation corridors for a longer stretch, through rural, mostly agricultural land, while the May 2014 Project deviates from existing transportation corridors through the City of Bakersfield. The F-B LGA crosses over agricultural land between its parallel alignments along the BNSF and UPRR corridors. The siting of the F-B LGA in this area considered the future Northern Beltway Project (refer to Technical Appendix 3.19-B of the Draft Supplemental EIR/EIS) (Authority 2018).

I006-405

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

Although the Gossamer Grove Specific Plan area would be traversed by the F-B LGA alignment in the northeast corner, no homes, businesses, or community facilities have been constructed in this area at the time of publication of the Draft Supplemental EIR/EIS. The area of the Gossamer Grove community currently being developed is 0.5 mile from the proposed alignment. The analysis of displaced residential units and residents does not include entitled and planned properties that have not yet been constructed. Therefore, the entitled and planned properties in the Gossamer Grove community are not included in the analysis.

The commenter also questions why entire parcels that touch the May 2014 Project Centerline are included and calculated in the study area versus the May 2014 Project study area. The tables in question do not depict parcel boundaries; as such, the tables have not been revised.

I006-406

The text cited by the commenter indicates that the F-B LGA would displace more employees than the May 2014 Project, which is the same information as that requested to be added by the commenter. No change has been made to the Final Supplemental EIR as a result of this comment.

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I006-406

I006-407

The commenter requests that business sector relocations under the May 2014 Project and the F-B LGA be compared by the number of employees impacted by each NAICS code.

This information is already available in Table-8-A-41, except that NAICS codes are aggregated by business sector to provide useful information to the reader. Each NAICS code is provided in the table, where aggregated, the NAICS codes are listed. No revisions have been made to the Final Supplemental EIR as a result of this comment.

I006-408

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

I006-409

Regarding Table 8-A-43, Comparison of Displaced and Affected Community Facilities under the F-B LGA, the commenter asks how many Section 8 housing units, households, and individuals are impacted by both F-B LGA and the May 2014 projects.

As noted in Table 8-A-43, the F-B LGA would result in the displacement of zero affordable housing complexes, and the May 2014 would affect 1 complex - the CityPlace Affordable Housing complex which contains 70 housing units. The final number of households and individuals that would be affected will be determined at the time of relocation assistance.

As discussed in Chapter 5, Environmental Justice, both the May 2014 and F-B LGA would result in adverse impacts on minority and low-income populations residing or conducting business in the project corridor. As described in Section 3.12, Socioeconomics and Communities, Mitigation Measures SO-MM#1 through SO-MM#5 address relocation through locating suitable replacement properties comparable to those

I006-409

currently occupied by residents, as well as suitable replacement facilities, if necessary. Measures also include community workshops to identify contextual design responses and use options that could strengthen the community and minimize disruption of relocations. Implementation of these measures would help to reduce potential community impacts related to displacement of residents, businesses, and community facilities; but would not completely eliminate the disproportionately high and adverse impact on minority and low-income populations.

I006-410

The traffic analysis includes all intersections and roadway segments in the vicinity of these facilities that may be impacted by the proposed project. Impact S&S#8 in Section 3.11 of the Draft Supplemental EIR/EIS analyzes potential increases in emergency response times and identifies mitigation measures (Section 3.11.6.2 of the Draft Supplemental EIR/EIS) that would reduce delay at these locations to acceptable standards. No revisions have been made to the Final Supplemental EIR in response to this comment.

I006-411

The commenter indicates that text in Technical Appendix 8-A states, "Positive values indicate that the F-B LGA would have more of an impact than the May 2014 Project, while negative values indicate that the F-B LGA would have less of an impact than the May 2014 Project" and that a footnote below an unnamed table states "1 Negative values indicate that the F-B LGA has less of an impact than the May 2014 Project." The commenter goes on to request clarification. Since the commenter did not indicate which table to which he is referring, the footnotes in Tables 8-A-45 and 8-A-46 have been updated consistent with the commenter's request. Refer to Chapter 16 of this Final Supplemental EIR.

I006-412

The commenter has suggested edits to Table 8-A-48 for clarification. The suggested shading and textual change has been added to the table. Refer to Chapter 16 of this

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I006-412

Final Supplemental EIR.

I006-413

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

I006-414

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

I006-415

The commenter is taking the statement from the Fresno to Bakersfield Section Final EIR/EIS that the “HSR is lower impact than existing conventional railroad facilities” out of context, because that statement is a comparison between the two types of rail uses not a statement that HSR would reduce the impacts associated with existing freight rail. The combination of freight and high-speed rail facilities would intensify an existing impact and, as stated in the Final EIR/EIS and again in the Draft Supplemental EIR/EIS, would increase the intensity of land use which would be incompatible with adjacent residential land uses.

I006-416

A discussion of an intermodal station, including the benefits of co-locating the HSR and Amtrak stations, is found on page 8-A-99 of Chapter 8-A. The document does not state that an intermodal Amtrak/HSR station and transit oriented development are incompatible land uses with HSR, as the commenter suggests. Rather, it states that the determination of incompatibility was based on input from the City of Bakersfield, due to impacts to the City’s facilities, freeway projects, and businesses. Referencing the fact that passenger rail uses the same existing rail corridor as BNSF does not affect the analysis or conclusions in the Supplemental EIR/EIS.

I006-417

Refer to Standard Response FB-LGA-Response-TR-1: Station Parking.

I006-417

The forecast changes referenced by the commenter are speculative at this time. Any changes in parking demand would result in reduction for long-term parking; therefore, the supply proposed is a conservative estimate of need. No revisions have been made to the Final Supplemental EIR in response to this comment.

I006-418

As discussed in Section 3.13 Station Planning, Land Use, and Development of the Draft Supplemental EIR/EIS, the land within the F Street Station site study area is currently developed with a mix of low-density commercial, residential, and industrial uses and vacant parcels. However, it is not a greenfield area as suggested by the commenter. The Truxtun Avenue station location, conversely, is centrally located near the Rabobank Arena, Theater, and Convention Center, Marriott Hotel, and Amtrak station.

While the Truxtun Avenue station location would provide an immediate direct connection to the Amtrak Station and existing downtown amenities, public benefits derived from future transit oriented development would be concentrated in a relatively small geographic area that is already developed, with little benefit to the rest of the city. The F Street Station site, however, offers opportunities for a comprehensive planning effort to revitalize the greater downtown area through the conversion of auto-oriented corridors to complete streets that prioritize the pedestrian, greater transit and multi-modal connectivity throughout downtown, and the revitalization of underutilized land.

The City of Bakersfield Making Downtown Bakersfield Vision Plan (May 2018; Vision Plan) describes a phased effort to link the F Street Station and the Amtrak Station through the development of transit, bicycle, and pedestrian improvements to enable passengers to transfer from the HSR train to local commuter transit. These improvements include bus rapid transit (BRT) on Chester and California Avenues, a downtown shuttle, and mobility hubs at the Amtrak Station, HSR station, and the Golden Empire Transit Center. While these services are central to connecting the HSR station and downtown, they provide the added benefit of offering a new alternative form of transportation for non-HSR riders throughout downtown. The Vision Plan also proposes public realm improvements along three corridors to form a pedestrian friendly loop around the downtown area, connecting residential, commercial, and parks, and open

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-418

space areas and activating the F Street station area.

As discussed in Appendix 8-A of the Draft Supplemental EIR/EIS, because the F Street Station area contains more vacant land compared to the Truxtun Avenue Station, the F Street Station presents more opportunities for infill development, revitalization of existing large buildings, new job creation, and transit-oriented housing. The second phase of implementation detailed in the Vision Plan lays out a framework for redeveloping the area around the F Street station. Garces Circle would be transformed from an automobile-oriented roundabout into a high-density, mixed-use retail, residential and office district. This new district will be supported by rehabilitating adjacent mixed-use and single-family neighborhoods.

In addition to increased opportunities for revitalization, the F Street Station site would involve the loss of fewer homes compared to the Truxtun Avenue Station. The Truxtun Avenue Station would result in the conversion of 53 acres of existing single-family residential land uses and 4 acres of existing multi-family residential uses. The F Street Station would result in the conversion of 1 acre of existing single-family residential and 2 acres of existing multi-family residential land uses. The Truxtun Avenue Station would encourage higher-density development; however, as discussed above, the F Street Station would provide more opportunities for revitalization than the Truxtun Avenue Station.

I006-419

A comparison of the locations of both proposed stations in relation to the Amtrak station is discussed in Chapter 8-A. While walkability is an important consideration, a reduction of proximity between the Amtrak Station and the HSR station (under existing development conditions) is not an issue that would result in impacts under NEPA or CEQA. Therefore, a comparison of intermodal walkable rail connection is not warranted.

I006-420

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

I006-421

The total parking count proposed on site is approximately 5,200 spaces at the F Street Station, compared to 4,500 spaces at the Truxtun Avenue Station. Fewer parking spaces at the Truxtun Avenue station does not imply that impacts are reduced, or that less parking demand is anticipated. Conversely, the fact that the Truxtun Avenue Station site does not accommodate required parking demand indicates that additional parking sites must be identified in the downtown area near the station site to meet anticipated parking demand. Development of future parking sites in the vicinity of the Truxtun Avenue Station would preclude opportunities for redevelopment in those locations.

I006-422

This determination is based on Settlement Agreement between the City and Authority. Please see Sacramento County Superior Court Case: City of Bakersfield v. California High-Speed Rail Authority (2014).

I006-423

The commenter asks why Figure 8-A-22 of the Supplemental EIR/EIS does not include "the intermodal Amtrak rail connection." The Figure shows the May 2014 Project and F-B LGA station locations against an aerial background of the city of Bakersfield, and lines that represent the May 2014 Project and F-B LGA centerlines. The Figure does not aim to show station area improvements or transit connections. Any potential intermodal links with Amtrak are not a part of either proposed alternative, as they would be developed separately by the City and Amtrak. Intermodal station links are not appropriate for inclusion in this Figure.

I006-424

The footprints of both the Truxtun Avenue and F Street station sites are depicted by a black outline in Figure 8-A-22. The tracks in the F Street Station and the Truxtun Avenue station footprint are entirely elevated. Whether the tracks are elevated within the footprint of the station areas has no relevance on the land use analysis of this chapter. This analysis is not necessary to evaluate the land use impacts for either site.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-425

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

I006-426

Refer to Standard Response FB-LGA-Response-TR-1: Station Parking.

I006-427

The single-family neighborhood to the southwest of the proposed F Street Station was not considered as a potential site for parking. As stated, parking development is a common use in urban centers. The single-family neighborhood is not considered an urban center.

I006-428

The Kern Council of Governments Terminal Impact Analysis Study was not evaluated in either the Fresno to Bakersfield Section Final EIR/EIS or the Draft Supplemental EIR/EIS. Subsequent to 2003, the Kern Council of Governments adopted the Metropolitan Bakersfield Transit Center Study in 2015. The 2015 Metropolitan Bakersfield Transit Center Study supersedes the 2003 Terminal Impact Analysis.

I006-429

As noted on page 8-A-103 of the Draft Supplemental EIR/EIS, "...transit-oriented development associated with the F Street Station would be consistent with the Kern Council of Governments' and City of Bakersfield's plans and policies encouraging downtown revitalization." Refer to Section 3.13.4.2 of the Draft Supplemental EIR/EIS for a more complete discussion of Land Use impacts.

While the Truxtun Avenue station location would provide an immediate direct connection to the Amtrak Station and existing downtown amenities, public benefits derived from future transit oriented development would be concentrated in a relatively small geographic area that is already developed, with little benefit to the rest of the city. The F Street Station site, however, offers opportunities for a comprehensive planning effort to revitalize the greater downtown area through the conversion of auto-oriented corridors to complete streets that prioritize the pedestrian, greater transit and multi-modal

I006-429

connectivity throughout downtown, and the revitalization of underutilized land.

The City of Bakersfield Making Downtown Bakersfield Vision Plan (May 2018; Vision Plan) describes a phased effort to link the F Street Station and the Amtrak Station through the development of transit, bicycle, and pedestrian improvements to enable passengers to transfer from the HSR train to local commuter transit. These improvements include bus rapid transit (BRT) on Chester and California Avenues, a downtown shuttle, and mobility hubs at the Amtrak Station, HSR station, and the Golden Empire Transit Center. While these services are central to connecting the HSR station and downtown, they provide the added benefit of offering a new alternative form of transportation for non-HSR riders throughout downtown. The Vision Plan also proposes public realm improvements along three corridors to form a pedestrian friendly loop around the downtown area, connecting residential, commercial, and parks, and open space areas and activating the F Street station area.

As discussed in Appendix 8-A of the Draft Supplemental EIR/EIS, because the F Street Station area contains more vacant land compared to the Truxtun Avenue Station, the F Street Station presents more opportunities for infill development, revitalization of existing large buildings, new job creation, and transit-oriented housing. The second phase of implementation detailed in the Vision Plan lays out a framework for redeveloping the area around the F Street station. Garces Circle would be transformed from an automobile-oriented roundabout into a high-density, mixed-use retail, residential and office district. This new district will be supported by rehabilitating adjacent mixed-use and single-family neighborhoods.

In addition to increased opportunities for revitalization, the F Street Station site would involve the loss of fewer homes compared to the Truxtun Avenue Station. The Truxtun Avenue Station would result in the conversion of 53 acres of single-family residential land uses and 4 acres of multi-family residential uses. The F Street Station would result in the conversion of 1 acre of single-family residential and 2 acres of multi-family residential land uses.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-430

The commenter queries "how is the urban design of a 25 to 30-foot tall retaining wall between F-B LGA Station and 34th Street conducive to walkability and infill TOD development along 34th Street".

The opportunity for walkability and infill TOD cannot be judged based on a single design feature. Rather the F Street Station site offers opportunities for a comprehensive planning effort to revitalize the greater downtown area through the conversion of auto-oriented corridors to complete streets that prioritize the pedestrian, greater transit and multi-modal connectivity throughout downtown, and the revitalization of underutilized land.

The City of Bakersfield Making Downtown Bakersfield Vision Plan (May 2018; Vision Plan) describes a phased effort to link the F Street Station and the Amtrak Station through the development of transit, bicycle, and pedestrian improvements to enable passengers to transfer from the HSR train to local commuter transit. These improvements include bus rapid transit (BRT) on Chester and California Avenues, a downtown shuttle, and mobility hubs at the Amtrak Station, HSR station, and the Golden Empire Transit Center. While these services are central to connecting the HSR station and downtown, they provide the added benefit of offering a new alternative form of transportation for non-HSR riders throughout downtown. The Vision Plan also proposes public realm improvements along three corridors to form a pedestrian friendly loop around the downtown area, connecting residential, commercial, and parks, and open space areas and activating the F Street station area.

I006-431

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

I006-432

The commenter questions how the F-B LGA would reduce the parking demand while the partial sentence referenced by the commenter suggests that the F Street Station may have lesser transit ridership than the Truxtun Avenue Station. The commenter has taken the statements out of context and omits the statement that there are "opportunities for revitalization at 34th Street and Chester Avenue near the F Street Station [that] would result in overall greater community benefit." While the Truxtun Avenue station location would provide an immediate direct connection to the Amtrak Station and existing downtown amenities, public benefits derived from future transit-oriented development would be concentrated in a relatively small geographic area that is already developed, with little benefit to the rest of the city. The F Street Station site, however, offers opportunities for a comprehensive planning effort to revitalize the greater downtown area through the conversion of auto-oriented corridors to complete streets that prioritize the pedestrian, greater transit and multi-modal connectivity throughout downtown, and the revitalization of underutilized land.

The City of Bakersfield Making Downtown Bakersfield Vision Plan (May 2018; Vision Plan) describes a phased effort to link the F Street Station and the Amtrak Station through the development of transit, bicycle, and pedestrian improvements to enable passengers to transfer from the HSR train to local commuter transit. These improvements include bus rapid transit (BRT) on Chester and California Avenues, a downtown shuttle, and mobility hubs at the Amtrak Station, HSR station, and the Golden Empire Transit Center. While these services are central to connecting the HSR station and downtown, they provide the added benefit of offering a new alternative form of transportation for non-HSR riders throughout downtown. The Vision Plan also proposes public realm improvements along three corridors to form a pedestrian friendly loop around the downtown area, connecting residential, commercial, and parks, and open space areas and activating the F Street station area.

With regard to parking demand, 4,500 on-site parking spaces have been identified at the Truxtun Avenue Station, although at full buildout, 8,100 parking spaces would be required. The F Street Station has been designed to include 5,200 parking spaces on-site, which would better meet the number of parking spaces required under the full buildout scenario.

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I006-433

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

I006-434

Existing transportation corridors (i.e., other railroad rights-of-way) are shown in the following figures in relation to the May 2014 Project in the Draft Supplemental EIR/EIS: Figure S-4 in the Executive Summary shows existing rail lines; Figures 8-A-1 in Technical Appendix 8-A, shows alignment similar exhibit of the May 2014 Project and F-B LGA footprints in proximity to the existing rail lines and major roadways.

I006-435

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

I006-436

Based on the December 2015 GIS data downloaded from the City of Bakersfield GIS portal and used to support the analysis provided in the Draft Supplemental EIR/EIS, the approximate size of the playground area at the Bakersfield Amtrak Station is 0.3 acre, or 13,068 square feet. GIS data downloaded from the City of Bakersfield GIS portal in January 2018 indicates that the playground area at the Bakersfield Amtrak Station is approximately 0.7 acre, or approximately 17,424 square feet larger than defined in the Draft Supplemental EIR/EIS for the F-B LGA. However, review of aerial photographs for the previous 10 years does not show a change in the footprint of the park, therefore it is likely that this change is a result of improved data collection rather than an actual change in the size of the park itself. This change in size of the playground area does not alter potential impacts from construction of the F-B LGA because the alignment would not permanently affect the playground area, and potential impacts would still be limited to temporary effects during construction, such as related to noise and dust. The corrected size of the playground area in the data does not alter the comparison of alignments. Therefore, no revisions to the Final Supplemental EIR have been incorporated based on this comment.

As described in Section 3.15 of the Draft Supplemental EIR/EIS, Mill Creek Linear Park

I006-436

is a recreational walkway, not an active transportation facility.

I006-437

Based on GIS information available from the City of Bakersfield at the time that the environmental setting for the F-B LGA was established (December 2015), neither Mill Creek Park nor Mill Creek Linear Park were located within 1,000 feet of the F-B LGA alignment centerline. Based on January 2018 GIS data, Mill Creek Linear Park is located within 300 feet of the F-B LGA alignment centerline and is traversed by the May 2014 Project alignment. As such, the determination in the Draft Supplemental EIR/EIS that the F-B LGA alignment is preferable to the May 2014 Project alignment remains correct. Therefore, revisions to the Final Supplemental EIR have not been incorporated based upon this comment. Refer also to the Response to Comment B031-3 in Chapter 24 of this Final Supplemental EIR.

I006-438

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

The commenter is correct in stating that Figure 8-A-23, provided in Appendix 8-A of the Draft Supplemental EIR/EIS (page 8-A-112), indicates the Shafter MOIF as part of the project footprint.

No revisions to Section 3.15 (Parks, Recreation, and Open Space) of the Final Supplemental EIR have been incorporated based on this comment.

I006-439

Figure 8-A-24 (Bakersfield Area: Parks, Recreation, and Open Space Resources and School District Play Areas and Recreation Facilities in the Project Study Area), provided in Appendix 8-A of the Draft Supplemental EIR/EIS (page 8-A-113), does not portray Mill Creek Linear Park because at the time the environmental setting for this analysis was established (December 2015), the most current available GIS data (downloaded from the City of Bakersfield GIS portal) did not show Mill Creek Linear Park as located in the

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-439

F-B LGA study area (1,000 feet from the alignment centerline). GIS data downloaded from the City of Bakersfield GIS portal on January 31, 2018 shows Mill Creek Linear Park as located within 300 feet of the F-B LGA alignment centerline and as intersecting the alignment for the May 2014 Project. The Draft Supplemental EIR/EIS for the F-B LGA has not been revised based upon this new GIS data, because it does not alter the determination that the F-B LGA is preferable to the May 2014 Project, specifically with respect to Mill Creek Linear Park. Refer also to the Response to Comment B031-3 in Chapter 24 of this Final Supplemental EIR.

I006-440

Mill Creek Linear Park is a tree-lined walkway along a drainage canal in the City of Bakersfield. The Draft Supplemental EIR/EIS (page 8-13) states that the May 2014 Project would cross Mill Creek Linear Park and that the F-B LGA would not. As described here, new Geographic Information System (GIS) data confirms that the F-B LGA would not cross Mill Creek Linear Park but would be located closer to the park than previously reported in the Draft Supplemental EIR/EIS. GIS data sources and implications of this data on the impact analysis provided in the Final Supplemental EIR are described below.

Section 15125 of the State CEQA Guidelines states that an EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation (NOP) is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective. In this case the NOP (SCH Number 2009091126) and Notice of Intent (74 FR 50866, October 1, 2009) for the Draft Project EIR/EIS for the Fresno to Bakersfield Section of the HSR project, of which the May 2014 Project and F-B LGA are a part, were issued on September 29, 2009, and October 1, 2009, respectively. For issue areas, (e.g. Geology and Soils), where the environmental setting remains relatively static over time the 2009 baseline information was deemed sufficient for comparison of both the May 2014 Project and F-B LGA. In other cases, to provide a valid comparison between the May 2014 Project and the F-B LGA, the analysis for the May 2014 Project was updated using newer data sources and the approved May 2014 Project alignment.

I006-440

GIS data used to support the F-B LGA analysis was downloaded from the City of Bakersfield GIS portal on December 7, 2015, at the time the analysis was commenced, and was used to support the analysis provided in the Draft Supplemental EIR/EIS for the F-B LGA. The December 2015 data was the most current data available at the time of preparation of the Draft Supplemental EIR/EIS. The analysis for the May 2014 Project was based on data published in 2011, combined with the City's December 2015 GIS data. This data shows Mill Creek Park (also known as "Central Park" or "Central Park at Mill Creek"), as located outside of the 1,000-foot buffer from the F-B LGA alignment centerline. Therefore, this park is identified in the Draft Supplemental EIR/EIS as outside of the defined study area for the F-B LGA (Figure 3.15-2 of the Draft Supplemental EIR/EIS and Table 8-A-65, pages 8-A-137 through 8-A-140 in Appendix 8-A of the Draft Supplemental EIR/EIS). Mill Creek Linear Park is not shown in the City's December 2015 data.

On January 31, 2018, in response to this comment, updated GIS data for the F-B LGA study area was downloaded from the City of Bakersfield GIS portal. Unlike the December 2015 GIS data, the January 2018 data delineates a portion of Mill Creek Linear Park as extending to the northeast from Mill Creek Park. This newly-defined park area extends to within 300 feet of the F-B LGA alignment centerline, which means that the F-B LGA would impact a portion of Mill Creek Linear Park that was not assessed in the Draft Supplemental EIR/EIS. As stated on page 3.15-2 of the Draft Supplemental EIR/EIS, construction within 300 feet of a park would have the greatest impact due to noise, dust, and visual effects, depending on the construction type and activity. Parks located more than 300 feet from construction are sufficiently remote to remain comparatively unaffected by most activities, due to the attenuation of noise and dust associated with construction activities, and the distance from visual effects associated with construction.

Therefore, rather than the "no impact" determination shown in the comparison of alternatives analysis (Table 8-A-65 in Appendix 8-A of the Draft Supplemental EIR/EIS), as noted by the commenter, construction of the F-B LGA would result in temporary impacts to Mill Creek Linear Park due to its proximity within 300 feet of the alignment centerline. As with other potential construction impacts to parks, Avoidance and Minimization Measures NV-IAMM#1 and AQ-IAMM#2 would be implemented to address

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-440

temporary noise and air quality impacts, respectively, during the construction period.

The January 2018 GIS data also shows that the May 2014 Project would traverse a portion of Mill Creek Linear Park, which is consistent with the analysis provided in the 2014 Final EIR/EIS for the Fresno to Bakersfield Section. As a result, the May 2014 Project would still result in a significant unavoidable impact to Mill Creek Linear Park where the alignment would cross over the park and substantially degrade the existing visual character of the site and its surroundings.

Both alignments would be elevated in the vicinity of Mill Creek Linear Park

I006-441

Although the Gossamer Grove Specific Plan area would be traversed by the F-B LGA alignment in the northeast corner, no homes, businesses, schools, parks, or other community facilities have been constructed in this area. As such, the analysis does not evaluate potential impacts to these properties. This approach is consistent with the methodology used for the Fresno to Bakersfield Section Final EIR/EIS and other sections of the HSR system.

The primary roadway that serves to access the Gossamer Grove community is 7th Standard Road. Section 3.2, Transportation, of the Draft Supplemental EIR/EIS evaluates traffic at the Coffee Road/7th Standard Road intersection (intersection 5 in Tables 3.2-13 and 3.2-23). The tables show the with project condition would not result in worsened levels of services at this intersection due to the HSR project. The Gossamer Grove Specific Plan is included in the KernCOG RTP Model, and has been considered in the future (2035) with project analysis. Therefore, the Gossamer Grove community is not anticipated to experience traffic and circulation impacts as a result of the HSR.

The residential units in the Gossamer Grove community currently being developed are located more than 2,500 feet from the centerline of the proposed alignment, which is the limit of the study area for the noise analysis. The study area for noise was designed based on FRA guidance to capture all areas that may experience noise impacts. Therefore, the new residences in the Gossamer Grove community are located far

I006-441

enough away that they are not anticipated to experience noise impacts.

Section 3.16 in the Draft Supplemental EIR/EIS does not analyze the visual impact of HSR facilities on the Gossamer Grove Specific Plan area because this area was undeveloped agricultural land at the time of preparation of the environmental document. Currently, residential units in the Specific Plan area are being developed and are at least 2,500 feet from the centerline of the proposed alignment. This portion of the Specific Plan area is located outside of the visual resource study area analyzed in Section 3.16, which extends 0.5 mile from the alignment centerline in rural areas. However, planned development in Gossamer Grove would occur adjacent to the alignment. Therefore, page 3.16-17 in the Draft Supplemental EIR/EIS has been amended as follows to account for the visual character and viewer sensitivity of residential development in Gossamer Grove:

Viewers in the Rural San Joaquin Valley landscape unit are few, and viewer activities are predominantly work-oriented. Viewer sensitivity is moderate for motorists and moderately low for workers. However, scattered rural residents and planned suburban residential development in the Gossamer Grove Specific Plan area located within the 0.5-mile foreground distance have high visual sensitivity. Viewer exposure of rural residents in the valley varies primarily by distance because there is often little to screen or filter views. Overall, viewer exposure in the valley is moderated by a low density of viewers.

In addition, page 3.16-56 of the Draft Supplemental EIR/EIS has been amended as follows to discuss visual impacts to the Gossamer Grove area:

Although the overall number of residents in the Rural San Joaquin Valley landscape unit is small, they would have high viewer sensitivity to these visual effects. Planned suburban residential development in the Gossamer Grove Specific Plan area also would introduce residents with high viewer sensitivity adjacent to the HSR alignment near Verdugo Lane. A moderate decline in visual quality in an area with high viewer sensitivity would represent a significant impact under CEQA.

While future Gossamer Grove residents located within the visual resource study area

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-441

would be highly sensitive to the F-B LGA's visual effects, the impact on residences in the Rural San Joaquin Valley Landscape Unit would remain significant. The response to this comment does not introduce substantial new information or identify a substantial increase in the severity of an environmental impact that cannot be reduced to a level of insignificance; therefore, recirculation is not required.

I006-442

As discussed in Chapter 8 of the Draft Supplemental EIR/EIS, the Bakersfield F Street Station would result in more beneficial visual impacts from streetscape improvements and general revitalization than would the Truxtun Avenue Station. This is the case because the visual character of the area around the F Street Station is generally industrial in nature, while the Truxtun Avenue Station environs already have a moderately high visual quality. Direct and indirect visual impacts of the F Street Station would be beneficial, not adverse.

If the City of Bakersfield re-zoned land under HSR viaducts as parkland or open space, that action could facilitate the addition of landscaping and other public amenities that improve visual quality as well. Potential rezoning at the HSR alignment is not, however, part of the proposed F-B LGA and would be undertaken at the discretion of local jurisdictions. The Draft Supplemental EIR/EIS does not speculate to assume future changes in zoning and evaluate the effects on visual conditions. Nonetheless, as discussed in Section 3.16 of the Draft Supplemental EIR/EIS, mitigation measures approved under the Fresno to Bakersfield Section Mitigation and Monitoring Enforcement Plan to improve visual conditions at the HSR viaducts would apply to the F-B LGA. Under Mitigation Measure AVR-MM#2b, the Authority will work with local jurisdictions to develop a project site landscape design plan for areas disturbed by the project. Under Mitigation Measure AVR-MM#2c, the Authority will ensure that the project contractor plants trees along the edges of HSR rights-of-way adjacent to residential areas. This measure will help reduce the visual contrast between the elevated guideway and residential areas.

I006-443

The commenter requests revisions to Table 8-A-58. Table 8-A-58 provides a summary of impacts/effects to Traditional Cultural Properties (TCPs) as well as Historic Architectural Resources. Because Noriega's is eligible as both a TCP and as a Historic Architectural Resource, the effect on Noriega Hotel as a Historic Architectural Resource (i.e., vibration, noise, and visual effects) are included in the cell denoting Historic Architectural Resources. As described in Section 5 of the TCP study prepared in support of the Draft Supplemental EIR/EIS, Noriega's was evaluated using criteria set forth in the National Register of Historic Places (NRHP) Bulletins 15 and 18. Noriega's meets the definition of a TCP because it is a tangible property associated with a living, traditional community, it has defined boundaries, and it continues to be a venue for Basque cultural practices. Basque cultural practices that are transmitted to younger generations at Noriega's include eating and making traditional food, dancing, and playing traditional Basque card and handball games. The F-B LGA will not adversely affect the cultural practices conducted at Noriega's that make it eligible for listing in the NRHP as a TCP.

I006-444

The statement recommended for inclusion by the commenter applies to both the May 2014 and F-B LGA and does not meaningfully add to the comparative analysis provided in the table. Additionally, the statement is included in the paragraph below Table 8-A-60.

I006-445

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

I006-446

The Draft Supplemental EIR/EIS identifies mitigation along F Street between 30th Street and 24th Street to convert the center two-way left turn lane to a dedicated northbound through lane (TR-MM#9). The Draft Supplemental EIR/EIS also identifies mitigation measures TR-MM#2 and TR-MM#3, which would require the installation of a traffic signal at the F Street/30th Street intersection and would add overlap phasing for the westbound right-turn lane, respectively. Intersection lane requirements for F Street and 30th Street are included in the Transportation Analysis Technical Report prepared for

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I006-446

the F-B LGA. With implementation of mitigation measures TR-MM #2, TR-MM #3, and TR-MM #9, the incremental contribution to impacts associated with the project at the F Street/30th Street intersection would not be cumulatively considerable under CEQA.

The operational analysis in the Draft Supplemental EIR/EIS is consistent with that prepared for the May 2014 Project as it evaluates GHG-related impacts in the context of the entire Fresno to Bakersfield Section alignment. Both project alternatives would affect long distance, city-to-city vehicular travel along freeways and highways throughout the state, and long distance, city-to-city aircraft takeoffs and landings. Both the Draft Supplemental EIR/EIS and the Final EIR/EIS include analysis of operational GHG emissions from on-road vehicles and use average, daily vehicle miles traveled (VMT) estimates and associated average daily speed estimates for each affected county. Both the May 2014 Project and the F-B LGA would result in a net statewide reduction in on-road VMT (including from autos and light-duty trucks) and a net statewide GHG reduction. In addition, both project alternatives would help the state meet the GHG emissions reduction goals established by AB 32, SB 32, and EO B-30-15. The specific station location, F-B LGA or May 2014 Project, would not change the beneficial impact identified in both the Final EIR/EIS and the Draft Supplemental EIR/EIS.

No revisions have been made to Table 8-A-62 in the Final Supplemental EIR in response to this comment.

I006-447

The commenter then asks why cumulative impacts for "Division and/or Disruption of Community" are found significant and cumulatively considerable for the May 2014 Project while they are found significant but not cumulatively considerable for the F-B LGA. Cumulative impact findings for the May 2014 Project are based on the cumulative analysis in the Fresno to Bakersfield Section Final EIR/EIS. Cumulative impact findings for the F-B LGA are based on the cumulative analysis in the Draft Supplemental EIR/EIS. Division and disruption of community impacts are different for the May 2014 Project than for the F-B LGA. In particular, the May 2014 Project would divide and disrupt the community of Crome and would involve the displacement of 384 homes, such that impacts would be significant and cumulatively considerable. Refer to Section

I006-447

3.12 of the Fresno to Bakersfield Section Final EIR/EIS for more information on impacts to Crome and residential displacements, and Section 3.19 of the Fresno to Bakersfield Section Final EIR/EIS for more information about cumulative analysis findings relevant to the May 2014 Project. The F-B LGA would not divide or disrupt communities to the same extent, and would displace 86 homes, fewer than the May 2014 Project's 384 residential displacements. As stated in Section 3.19 of the Draft Supplemental EIR/EIS, though some socioeconomic impacts of the F-B LGA would be cumulatively significant, with the implementation of mitigation, incremental impacts would not be cumulatively considerable under CEQA.

The commenter further asks why Station Planning, Land Use, and Development cumulative impact findings differ between the May 2014 Project and the F-B LGA. Again, cumulative impact findings for the May 2014 Project are based on the analysis in the Fresno to Bakersfield Section Final EIR/EIS. As stated in Section 3.19 of the Draft Supplemental EIR/EIS, though some station planning, land use, and development impacts of the F-B LGA would be cumulatively significant, with the implementation of mitigation, incremental impacts would not be cumulatively considerable under CEQA.

Chapter 5 of the Draft Supplemental EIR/EIS has been revised to include a cumulative analysis of Environmental Justice impacts. Operation of the F-B LGA and other past, present, and reasonably foreseeable projects would not have cumulative adverse impacts on environmental justice populations under NEPA.

For more information about the cumulative two-step process, refer to Section 3.19.2 of the Draft Supplemental EIR/EIS.

I006-448

A Use Assessment has been added for Mill Creek Park in Chapter 4 of the Final Supplemental EIR. Refer to Chapter 16 of this Final Supplemental EIR. Mill Creek Park would not be impacted by the F-B LGA.

As described in Chapter 4, while the F-B LGA would have a de minimus impact on the

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-448

Kern River Parkway, the City of Bakersfield never provided concurrence with the de minimus impact proposed for the May 2014 Project. As the owner agency of the Kern River Parkway, the City's concurrence is required to make a Section 4(f) finding. Since the City of Bakersfield did not concur with the May 2014 de minimis findings, this constituted a use under Section 4(f). As such, Section 4(f) impacts to the Kern River Parkway under the F-B LGA (de minimus) are less than the May 2014 Project (temporary and permanent use). No revisions to the analysis have been made to the Final Supplemental EIR in response to this comment.

I006-449

The Draft Supplemental EIR/EIS was prepared to understand the potential impacts of the F-B LGA. As such, it compares the F-B LGA to the complementary portion of the preferred alternative that was identified in the Fresno to Bakersfield Section Final EIR/EIS, termed the May 2014 Project. The methodology for evaluating disproportionately high and adverse impacts to minority and low-income communities is consistent with the California High Speed Rail Project Environmental Impact Report/Environmental Impact Statement Environmental Methodology Guidelines Version 5 (Authority and FRA 2014). Whether adverse effects will be disproportionately high is dependent upon various circumstances, including:

- The location of an adverse effect primarily in minority or low-income areas or in both minority/low-income areas and non-minority/low-income areas
- The percentage of the minority and low-income population in the area of impact as compared to the percentage of the minority and low-income population in the reference community
- The perceptions of the minority/low-income populations affected by the impact, regarding its severity and the success of the proposed mitigation measures in reducing impacts
- The equal application of mitigation measures to minority/low-income and non-minority/low-income populations
- The project benefits that will be received by the minority/low-income populations
- Any social, religious or cultural resources and public services, such as police, fire, and emergency services particularly important to the minority/low-income populations that

I006-449

would be affected.[1]

As described in the Draft Supplemental EIR/EIS, residential and commercial displacements associated with the May 2014 Project would primarily affect the minority and low-income populations in the urban communities, particularly in Bakersfield's northwest and northeast districts (as defined in the Fresno to Bakersfield Community Impact Assessment [Authority and FRA 2012; pages 4-9 and 4-10]), as well as in the rural communities, especially in Crome. Similarly, the residential displacements associated with the F-B LGA would occur primarily within areas that contain minority and low-income populations. The analysis of environmental justice impacts does not rely on the number of minority or low-income persons affected, but rather the criteria listed above. Therefore, data relating to the percentage of displacements that are low-income and minority residents, employees and business owners is irrelevant to the analysis. The fact that most of the displacements occur within areas that contain populations of minority and low-income populations as compared to the reference community indicates that the project would result in disproportionately high and adverse impacts to those communities.

[1] Authority and FRA, 2014. California High Speed Rail Project Environmental Impact Report/Environmental Impact Statement Environmental Methodology Guidelines Version 5. June.

I006-450

Comment acknowledged. Page 8-A-145 of the Final Supplemental EIR has been revised to clarify that the May 2014 Project would not impact Bakersfield High School. Refer to Chapter 16 of this Final Supplemental EIR.

I006-451

As stated on page 8-A-147 of the Draft Supplemental EIR/EIS, "Lesser impacts would occur under the F-B LGA, as severe noise impacts would affect 152 sensitive receivers compared to 305 sensitive receivers under the May 2014 Project." This statement refers to severe noise impacts that would remain after mitigation is implemented. Of the 152 sensitive receivers that would be affected by the F-B LGA, 139 are located within

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-451

designated minority and low-income populations. Of the 305 sensitive receivers that would be affected by the May 2014 Project, 232 are located within designated minority and low-income populations. Therefore, severe noise impacts would affect a greater number of sensitive receivers within minority and low-income populations under the May 2014 Project than the F-B LGA.

I006-452

Response to Comment I006-231 in Chapter 25 of this Final Supplemental EIR clarifies the community division impacts associated with the May 2014 Project. Response to Comment I006-256 in Chapter 25 of this Final Supplemental EIR addresses the comment related to the division of the Old Town Kern Neighborhood.

I006-453

Refer to Responses to Comments I006-231 and I006-256 in Chapter 25 of this Final Supplemental EIR.

I006-454

This comment does not specify which determination the commenter is asking to be explained. Because the commenter's request is unclear, no revisions to the Final Supplemental EIR for the F-B LGA have been incorporated.

I006-455

The commenter asks why the 2013 Fresno to Bakersfield Section Cost Estimate Report, prepared for the Fresno to Bakersfield project section, was not included in the appendix of the Draft Supplemental EIR/EIS. The 2013 report does not address the F-B LGA; however, the 2017 Cost Estimate Report does.

This report was used in preparation of the Final EIR/EIS, but not all sources referenced in the Final EIR/EIS were included as appendices. Similarly, for the F-B LGA, all sources documents used in the preparation of the Draft Supplemental EIR/EIS and the Final Supplemental EIR are available by request, pursuant to the Public Records Act. Instructions and further information about Public Records Act requests can be found on the Authority's website.

I006-455

The Authority encourages written requests submitted via email to records@hsr.ca.gov.

To send a written request via postal mail:

California High-Speed Rail Authority
Marie Hoffman/Public Records Officer
770 L Street, Suite 620 MS1
Sacramento, CA, 95814

Written requests should include details that will enable staff to identify and locate the requested records. The request should include a telephone number where you can be reached to discuss the request if we need additional information to locate records for you.

Within 10 days from the date the request is received, the Authority will make a determination on the request and will notify the requester of its decision. If the determination cannot be made within 10 days due to unusual circumstances as defined in Government Code section 6253.1, the Authority will notify the requesting person of the reasons for the delay and the date when the determination will be issued. No such notice shall specify a date that results in an extension of more than 14 days.

I006-456

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

The commenter refers to tables 8-A-67 and 8-A-68 and asks why the cost estimates include an HMF. Neither Table 8-A-67 nor 8-A-68 includes costs for the HMF. The statement in Table 8-A-67 regarding the HMF was revised for clarity. Text following Table 8-A-69 was also revised. Refer to Chapter 16 of this Final Supplemental EIR.

The commenter further refers to Table 8-A-71 and asks why costs associated with the Shafter HMF are included in cost estimates for the May 2014 Project. This table does not include costs for the HMF.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-456

I006-457

The commenter asks why operations and maintenance costs for stations was determined using a ratio based on system-wide station costs is appropriate given that “F-B LGA has 700 more structured parking spaces than the May 2014 Project.” In terms of operation and maintenance, 700 more structured spaces, an approximate 15 percent increase in parking spaces over the number offered by the May 2014 Project, would not result in significant increases to overall station operation and maintenance costs.

I006-458

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

I006-459

The commenter asks for the cost of adding a shuttle service to connect the F Street Station with the Amtrak Station, and asks where this cost is included in operation and maintenance cost estimates for the F-B LGA.

The F-B LGA does not include the addition of a shuttle service connecting the F Street Station with the Amtrak Station; however, the City of Bakersfield includes this service in Phase 2 of its Making Downtown Bakersfield Station Area Vision Plan Project. Since this is a separate project, these costs are not reflected in the F-B LGA.

I006-460

For the vibration impact analysis included in Section 3.4, Noise and Vibration, of the Draft Supplemental EIR/EIS, there are sensitive land uses along Walker Street located within the 275-foot vibration study area that would be exposed to vibration levels generated by the proposed HSR. However, the predicted vibration levels generated by the HSR would not exceed the vibration annoyance threshold (72 VdB for residences and 75 VdB for institutional uses). Therefore, sensitive land uses located along Walker Street would not experience significant vibration impacts.

I006-460

For the noise impact analysis, sensitive land uses along Walker Street would have a severe noise impact. Noise Barrier No. 2 was evaluated for these land uses and was determined to be feasible and reasonable. A 14-foot Noise Barrier No. 2 would reduce 451 pre-mitigation severe noise impacts to a less-than-significant level (Table 3.4-27 of the Draft Supplemental EIR/EIS.)

Section 3.16 in the Draft Supplemental EIR/EIS analyzes the visual impact of proposed HSR and BNSF embankments south of Tulare Avenue, which would be visible to residences along Walker Street. As discussed therein, existing residences would be located 120 feet east of the retained HSR embankment along Walker Street. Due to the scale and height of the HSR and BNSF embankments, these structures would be prominent in sight lines down perpendicular streets in the foreground distance of 0.25 mile and sometimes visible above nearby rooftops to high numbers of residential viewers. The Draft Supplemental EIR/EIS acknowledges that these structures would serve as visually dominant features with an urban, industrial character in the small-town setting near Shafter’s downtown center and residential neighborhoods. Residents near the HSR structures would experience a decline in visual quality from moderate to moderately low or low. In residential areas with a high viewer response, this decline of one to two levels in visual quality would represent a significant impact under CEQA.

I006-461

The Authority conducted six Technical Working Group meetings with the City of Shafter, at which design options through the Shafter city limits were discussed. The Authority coordinated with the City to accommodate the North Beltway Project and minimize conflicts with the future project. The proposed North Beltway runs closer to Orange Street than Burbank, and the HSR alignment on embankment would not pose any compatibility issues for the proposed North Beltway project. Meeting minutes from the Technical Working Group meetings are available from the Authority upon request.

I006-462

The commenter requests that the F-B LGA alignment along Burbank Avenue be revised from embankment to retained embankment to ensure compatibility with the North

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-462

Beltway project proposed by the City of Shafter. According to Figure 3-1 of the City of Shafter's General Plan (2005), the proposed North Beltway runs closer to Orange Street than Burbank, and the HSR alignment on embankment would not pose any compatibility issues for the proposed North Beltway project.

I006-463

The commenter asks where the cost for the bridge structures at 6010+00, 6075+00 (Riverside St), and 6095+00 (Cherry St) are located in the 2017 Cost Estimate Report.

According to the design drawings, these are all examples of the "Twin Track – Elevated Viaduct or Bridge" shown on Drawing Number TT-B0013. Costs for these structures are included in the 2017 Cost Estimate Report under 10.01 Track Structure: Viaduct.

I006-464

The commenter requests a bridge/undercrossing at Orange Avenue E and at Mendota Street where the HSR would cross them. Both roads will be closed on each side of the crossing. This will not prevent access to land on either side of the HSR. Undercrossings are provided at Cherry Avenue and Driver Road, providing access to local and private roads in the area. To provide undercrossings at each roadway crossed by the HSR would not be feasible.

I006-465

The commenter asks where the cost for the bridge structures at 6210+00 (Driver Road), 6265+00 (Zachary Ave), 6330+00 (Calloway Canal), 6370+00 (Zerker Road), and 6425+00 (Friant-Kern Canal) are located in the 2017 Cost Estimate Report.

According to the design drawings, these are all examples of the "Twin Track – Elevated Viaduct or Bridge" shown on Drawing Number TT-B0013. With the exception of the two canals, costs for these structures are included in the 2017 Cost Estimate Report under 10.01 Track Structure: Viaduct. Canal crossings, according to Note 5 on Drawing Number TT-B0013, are steel truss structures, costs for which can be found under item 10.02.044 of the 2017 Cost Estimate Report.

I006-466

The commenter requests that a bridge/undercrossing be added at Verdugo Lane.

The F-B LGA already includes a farm road undercrossing at Verdugo Lane. No revisions have been made to the Final Supplemental EIR in response to this comment.

I006-467

The commenter asks where the cost for the bridge structure at 6515+00 (Lerdo Canal) is located in the 2017 Cost Estimate Report.

According to the design drawings, this is an example of the "Twin Track – Elevated Viaduct or Bridge" shown on Drawing Number TT-B0013. Canal crossings, according to Note 5 on Drawing Number TT-B0013, are steel truss structures, costs for which can be found under item 10.02.044 of the 2017 Cost Estimate Report.

I006-468

Comment noted. Section 1.2.2 of the Draft Supplemental EIR/EIS provides the objectives of the HSR System, Fresno to Bakersfield Section, and F-B LGA. One of these objectives states that the HSR shall "maximize the use of existing transportation corridors and right-of-way to the extent feasible." In compliance with these objectives, the May 2014 Project as well as the F-B LGA follow existing transportation corridors and right-of-way to the extent feasible and only deviate short distances from existing transportation corridors due to design restrictions.

Due to the high speed of the HSR, the design requires long sweeping turns instead of sharper/shorter turns that are used for freight/passenger rails, and in some areas both the May 2014 Project and F-B LGA required deviation from transportation corridors. The May 2014 Project follows the BNSF corridor and deviates from this corridor in the City of Bakersfield for approximately 3.95 miles, until it turns and parallels the BNSF corridor in the vicinity of Commerce Drive in Bakersfield leading to the Truxtun Avenue Station. The F-B LGA follows the BNSF corridor and deviates in the vicinity of Cherry Avenue, just southeast of Shafter, for 7.29 miles until it reaches Verdugo Lane where it turns again

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I006-468

and parallels the UPRR corridor through the F Street Station to the terminus of the F-B LGA alignment in East Bakersfield. The F-B LGA deviates from existing transportation corridors for a longer stretch, through rural, mostly agricultural land, while the May 2014 Project deviates from existing transportation corridors through the City of Bakersfield. The F-B LGA crosses over agricultural land between its parallel alignments along the BNSF and UPRR corridors. The siting of the F-B LGA in this area considered the future Northern Beltway Project (refer to Technical Appendix 3.19-B of the Draft Supplemental EIR/EIS) (Authority 2017).

I006-469

The commenter questions why an embankment was designed between Stations 6675+00 and 6702+00. The Authority designed an embankment in this portion of the alignment because embankment is generally less costly to construct than viaduct. Embankment has been designed along the alignment, where feasible.

I006-470

The commenter asks where the cost for the bridge structure at SR-99 is located in the 2017 Cost Estimate Report.

According to the design drawings, this is an example of the "Twin Tracks – Elevated Viaduct – Straddle Bent" shown on Drawing Number TT-B0018. Costs for these structures are included in the 2017 Cost Estimate Report under 10.01.825 Elevated Structure Straddle – 2 Track (50' Avg. Pier Ht).

I006-471

The commenter raises the concern that the design is uninspiring architecturally and is not walkable.

The station plan set represents Preliminary Engineering for Project Definition and does not incorporate architectural aesthetic elements at this stage. Regarding walkability, the F Street Station design meets the design requirements of the Authority and includes a

I006-471

multiuse path between Chester Avenue and the Carrier Canal making the entire station accessible by pedestrians and bicyclists.

I006-472

The commenter raises the concern that the F Street Station is not walkable because it is bounded by the UPRR to the north and SR 204 to the south.

The F Street Station design includes a multi-use path between Chester Avenue and the Carrier Canal. The path connects to the existing Kern Bike Path, and includes a bridge over the UPRR and a crossing under the SR 204. The Path does not have an at-grade crossing of a public roadway or railroad. Lowering the SR 204 is not possible due to the adjacent bridges at Chester Avenue and the Carrier Canal.

I006-473

The commenter suggests a station in Old Town Kern "between Baker and Beale streets" rather than F Street.

In response to this request, a feasibility study (Authority 2018) was conducted to determine whether a station between Baker and Beale streets in Old Town Kern would be practicable.

The following is a list of CHSR Technical Memorandum (TM) used to evaluate station sites.

- TM 2.1.3 Turnouts and Station Tracks
- TM 2.2.4 Station Platform Geometric Design

As defined in the TMs, the length of the station platform is 1,400 feet long and a minimum of 117 feet wide. The station tracks that service the platforms connect to the mainline tracks at a minimum of 2,450 feet from the center of the platform. In addition, there are high-speed crossovers each side of the station track turnouts. These turnouts and crossovers must be located on tangent (straight) track, and cannot be within 1,300 feet of a horizontal curve.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-473

Engineering

The Old Town Kern station as described by the commenter would be infeasible in terms of engineering for the following reasons:

Mainline alignments would need to be moved south to allow edge of the HSR platform to be 15 feet from UPRR right-of-way line. A distance of 15 feet is required as maintenance easement along aerial structures. Additionally, moving the alignment would impact all properties south of Sumner Street, as well as all properties south of the F-B LGA alignment between Chester Avenue and Miller Street.

Further, the distance along the alignment between Baker Street and Beale Avenue is only 975 feet, which is 425 fewer feet than required by the CHSR TM as noted above. There is a horizontal spiral between Baker Street and Beale Avenue, which means that the station track turnouts would need to be placed north around the curve. This would add approximately 8,350 feet of additional viaduct. Station tracks to the east would begin approximately at Miller Street.

Finally, the area between Baker Street and Beale Avenue and 19th Street and Kentucky Street minus the Union Pacific Railroad property is approximately 24 acres. The F Street Station site is 44 acres. Vehicular access to the site would be difficult and would require significant modification to City of Bakersfield arterial and collector roadways.

Environmental

The Old Town Kern station as described by the commenter would be infeasible in terms of environmental resources for the following reasons:

The proposed station location along Sumner Street between Baker Street and Beale Avenue would displace several commercial businesses, including Pyrenees French Bakery, Luigi's, and Arizona Café. This site would also displace The Mission at Kern County (homeless shelter), Bakersfield Fire Station No. 2, and the U.S. Post Office building at 727 Kentucky Street.

The Baker-Beale site as proposed has a high sensitivity for historical archaeological deposits, and contains two known historic properties (former SPRR, now UPRR, Rail

I006-473

Depot and the Fire Station). Placement of a station footprint here would cause a direct adverse effect to both properties.

Further, a station located at the Baker-Beale site would likely have a much longer footprint extending in both directions along the centerline. Therefore, it is very likely that other known historic properties would be adversely affected (specifically, Noriega's Traditional Cultural Property [TCP] and the Amestoy Hotel, and possibly the Kern Land Co Warehouse). The F-B LGA project made a considerable effort to avoid, minimize, and mitigate potential adverse effects of the HSR viaduct to the Noriega's TCP – an HSR station at this location would likely have more extensive adverse effects on this property and others in the area.

Finally, a station at this location would require additional inventory and evaluation of built environment resources to the north and south, and possibly to the east and west as well, in areas that are outside the current APE. These areas are likely to reveal additional historic properties based on the age of this neighborhood and the presence of known historic properties.

I006-474

This version of the station area and station design submission is an effort to summarize preliminary conceptual design for the proposed station at F Street and Golden State Avenue in Bakersfield that is informed by:

California High-Speed Rail Authority documents
Statewide architectural excellence goals
System design criteria and technical memoranda
Station area development policy
Urban design guidelines

Kern Council of Governments

2014 Regional Transportation Plan and Sustainable Communities Strategy
Metropolitan Bakersfield Transit Center Study

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-474

Metropolitan Bakersfield Transit System Long-Range Plan

City of Bakersfield's General Plan

The traffic flow in and out of the station was developed based on select zone runs developed for the project using the KernCOG Travel Demand Model. Dedicated bicycle/pedestrian paths are included as part of the Station design that will minimize conflict points with vehicular traffic. No revisions to the Final Supplemental EIR have been made in response to this comment.

I006-475

The commenter asks about station area traffic generated by drivers searching for parking, and asks whether the waiting area is large enough for Uber/Lyft.

This version of the station area and station design submission is an effort to summarize preliminary conceptual design for the proposed station at F Street and Golden State Avenue in Bakersfield that is informed by:

California High-Speed Rail Authority documents
Statewide architectural excellence goals
System design criteria and technical memoranda
Station area development policy
Urban design guidelines

Kern Council of Governments
2014 Regional Transportation Plan and Sustainable Communities Strategy
Metropolitan Bakersfield Transit Center Study
Metropolitan Bakersfield Transit System Long-Range Plan

City of Bakersfield's General Plan

The station would be designed to minimize station area traffic congestion, and the placement of car rental facilities and taxi, van, and rideshare application pick-up

I006-475

locations would also be designed accordingly.

The ridership forecast used for the sizing of parking, public spaces, vertical circulation, and functional spaces is for a projected ridership of 9,200 passengers in the year 2035. This value is taken from the Station Area Parking Guidance Technical Memorandum (July 2011), Table A-9: Total Average Weekday Station Boardings - Full System Stations 2035 and served as the base for the trip generation included in the Transportation Analysis Technical Report (TATR).

Preliminary station design is in accordance with Technical Memoranda (TM) available during development of the Draft Supplemental EIR/EIS including TM 2.2.2 R1 Minimum Station Program Design Guidelines, TM 2.2.3 R0 Station Site Design Guidelines, and TM 2.2.4 R1 Station Platform Geometric Design.

No revisions have been made to the Final Supplemental EIR in response to this comment.

I006-476

The commenter asks whether a one-way loop inside the station area would be more efficient and safer.

A one-way loop within the station area was considered, but showed that internal traffic patterns were less efficient than the current design. It would take longer for station users to reach the parking structures as well as exit the station.

I006-477

The commenter asks about station area traffic generated by drivers searching for parking, and asks whether the south surface lot should be used for rental cars or for vans, taxis, and Uber/Lyft.

This version of the station area and station design submission is an effort to summarize preliminary conceptual design for the proposed station at F Street and Golden State

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-477

Avenue in Bakersfield that is informed by:

California High-Speed Rail Authority documents

Statewide architectural excellence goals
System design criteria and technical memoranda
Station area development policy
Urban design guidelines

Kern Council of Governments

2014 Regional Transportation Plan and Sustainable Communities Strategy
Metropolitan Bakersfield Transit Center Study
Metropolitan Bakersfield Transit System Long-Range Plan

City of Bakersfield's General Plan

The station would be designed to minimize station area traffic congestion, and the placement of car rental facilities and taxi, van, and rideshare application pick-up locations would also be designed accordingly.

The ridership forecast used for the sizing of parking, public spaces, vertical circulation, and functional spaces is for a projected ridership of 9,200 passengers in the year 2035. This value is taken from the Station Area Parking Guidance Technical Memorandum (July 2011), Table A-9: Total Average Weekday Station Boardings - Full System Stations 2035 and served as the base for the trip generation included in the Transportation Analysis Technical Report (TATR).

Preliminary station design is in accordance with Technical Memoranda (TM) available during development of the Draft Supplemental EIR/EIS including TM 2.2.2 R1 Minimum Station Program Design Guidelines, TM 2.2.3 R0 Station Site Design Guidelines, and TM 2.2.4 R1 Station Platform Geometric Design.

No revisions have been made to the Final Supplemental EIR in response to this

I006-477

comment.

I006-478

Station drawings A1802 and A1810 show grade-separated dedicated walkways throughout the station as well as ADA compliant access ramps for pedestrians. Additionally, the F Street Station integrates with other bike/pedestrian paths including the grade separated bike/pedestrian walkway planned in the Metropolitan Bakersfield Transit System Long-Range Plan as shown in Section 3.13, Figure 3.13-3 of the Draft Supplemental EIR/EIS.

While the Truxtun Avenue station location would provide an immediate direct connection to the Amtrak Station and existing downtown amenities, public benefits derived from future transit oriented development would be concentrated in a relatively small geographic area that is already developed, with little benefit to the rest of the city. The F Street Station site, however, offers opportunities for a comprehensive planning effort to revitalize the greater downtown area through the conversion of auto-oriented corridors to complete streets that prioritize the pedestrian, greater transit and multi-modal connectivity throughout downtown, and the revitalization of underutilized land.

The City of Bakersfield Making Downtown Bakersfield Vision Plan (May 2018; Vision Plan) describes a phased effort to link the F Street Station and the Amtrak Station through the development of transit, bicycle, and pedestrian improvements to enable passengers to transfer from the HSR train to local commuter transit. These improvements include bus rapid transit (BRT) on Chester and California Avenues, a downtown shuttle, and mobility hubs at the Amtrak Station, HSR station, and the Golden Empire Transit Center. While these services are central to connecting the HSR station and downtown, they provide the added benefit of offering a new alternative form of transportation for non-HSR riders throughout downtown. The Vision Plan also proposes public realm improvements along three corridors to form a pedestrian friendly loop around the downtown area, connecting residential, commercial, and parks, and open space areas and activating the F Street Station area.

As discussed in Appendix 8-A of the Draft Supplemental EIR/EIS, because the F Street

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-478

Station area contains more vacant land compared to the Truxtun Avenue Station, the F Street Station presents more opportunities for infill development, revitalization of existing large buildings, new job creation, and transit-oriented housing. The second phase of implementation detailed in the Vision Plan lays out a framework for redeveloping the area around the F Street Station. Garces Circle would be transformed from an automobile-oriented roundabout into a high-density, mixed-use retail, residential and office district. This new district will be supported by rehabilitating adjacent mixed-use and single-family neighborhoods.

In addition to increased opportunities for revitalization, the F Street Station site would involve the loss of fewer homes compared to the Truxtun Avenue Station. The Truxtun Avenue Station would result in the conversion of 53 acres of single-family residential land uses and 4 acres of multi-family residential uses. The F Street Station would result in the conversion of 1 acre of single-family residential and 2 acres of multi-family residential land uses.

I006-479

The surface parking lot of 30 spaces will be provided for short-term parking (drop-offs/pick-ups). Long-term parking will be provided in the parking structures. Refinements to the drop-off/pick-up parking area may be made during final design of the site plan. No revisions have been made to the Final Supplemental EIR in response to this comment.

I006-480

The commenter asks for the cost of the transit center building. The commenter asks why this has not been included in project costs. The commenter also asks where the space for buses to load, unload, and wait can be found, and whether the station allows sufficient room for a bus to turn and maneuver.

Costs for the Transit Center are not available from the Authority because this would be a project designed, constructed, and maintained by local agencies.

According to Drawing Number A1810, bus drop off locations can be found on either side of the potential Transit Center, allowing for multi-directional connectivity. Roads circle

I006-480

the building, presumably allowing ample space for bus maneuvering. However, please note that this is a potential location and that the potential Transit Center is a project that would be designed, constructed, and maintained by local agencies.

I006-481

The BRT stop shown on the Volume III Station drawings in the Draft Supplemental EIR/EIS is based on the existing Bakersfield Downtown Transit Center. The Metropolitan Bakersfield Transit System Long-Range Plan (2012) shows the potential for numerous stops along the BRT spine including a stop near the planned F Street Station. The F-B LGA does not preclude a BRT transit stop at the F Street Station.

I006-482

The commenter requests that the capacity of the van, taxi, and Uber/Lyft waiting area be specified.

Each aisle way in the Uber/Lyft, Van & Taxi area includes two lanes; lane 1 is 300 feet, and lane 2 is 172 feet long. The Kiss and Ride includes 3 lanes 380 feet in length.

I006-483

The commenter questions what type of retail is envisioned in the retail spaces allotted at the F Street Station. Identification of future uses would be speculative, but uses would be consistent with the market demand.

I006-484

The commenter requests information on the number of ticket sales windows.

There will be 3 to 5 windows in each building plus ticket vending machines.

I006-485

The commenter requests why each retail space is smaller than the restrooms.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-485

Refer to Station Area drawing A6801; Attached to the main entrance building would be seven retail areas at Concourse Level averaging 457 square feet. There are multiple retail spaces shown ranging in size from 381 square feet to 4,000 square feet. Each retail site includes a note that states, "Actual dimension will be determined during station design. Value is approximate."

The main building would house 8,882 square feet of retail storage. In addition, detached from the main entrance building, there would be six retail areas at Plaza Level averaging 2,347 square feet, and one 1,357 square foot retail space shown at concourse level. The total area of space available in the F Street Station is 18,646 square feet for retail, and 8,882 square feet for storage.

Conversely, referring to the Truxtun Avenue station for the B3 hybrid alignment, the station area included only two areas for retail space totaling 4,817 square feet.

I006-486

The commenter asks how many personnel will be required to work the main station and secondary station entrance.

I006-487

Refer to Drawing No. A0001 of the Volume III Station Plans of the Draft Supplemental EIR/EIS. Applicable codes, rules, standards and guidelines include, but are not limited to ADA compliance for buildings and facilities. Walkways and sidewalks will be available throughout the station to provide a network for pedestrian access to local roadways. Pedestrians accessing the station from 34th Street would cross over the UPRR at a 5 percent grade (Sheet CV-T1051 of the Roadway and Roadway Structure Plans of Volume III of the Draft Supplemental EIR/EIS). The distance from the Golden State Mall to the main station entrance is approximately 1,000 feet. Refinements to the station design will be considered by the design/build contractor. No revisions to the design have been made in response to this comment.

I006-488

Physical and environmental constraints were considered in the development of the station design. The road and multi-use path overcrossing of UPRR requires a vertical clearance for the passage of UPRR trains. For the F-B LGA design a clearance of 24 feet, two inches has been maintained for the rail line. At the F Street access, SR 204 had to be maintained because SR 204 in the vicinity of the station is eligible for the National Register of Historic Places and the California Register of Historic Resources (Table 3.17-1 of the Draft Supplemental EIR/EIS). Refinements to the station design may be considered by the design/build contractor.

I006-489

The room schedules for the F Street Station and the Truxtun Avenue Station are provided on Drawing No. A6801 of the Station Plans included in Volume III of the Draft Supplemental EIR/EIS, and the Fresno to Bakersfield Section Final EIR/EIS, respectively.

I006-490

Refinements to the station design may be considered by the design/build contractor. For the purposes of the Draft Supplemental EIR/EIS analysis, the 46.25-acre F Street Station site and the size and location of facilities/amenities and the comparable 24-acre Truxtun Avenue Station site and the size and location of facilities/amenities is adequate. No changes have been made to the project design in response to this comment.

I006-491

As shown in Volume III: Station Drawings, the HSR station includes retail space, bike storage, a potential bus terminal building, and plazas, in addition to waiting areas and platforms. Refer to Station Area drawing A6801. Attached to the main entrance building would be seven retail areas at Concourse Level averaging 457 square feet. The main building would house 8,882 square feet of retail storage. In addition, detached from the main entrance building, there would be six retail areas at Plaza Level averaging 2,347 square feet, and one 1,357 square foot retail space shown at Concourse Level. The total area of space available in the F Street Station is 18,646 square feet for retail and 8,882 square feet for storage.

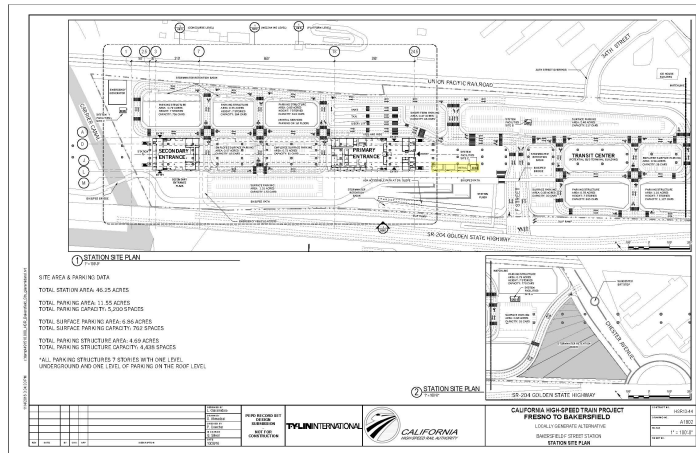
Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-491

Conversely, referring to the Truxtun Avenue station for the May 2014 Project, the station area included only two areas for retail space totaling 4,817 square feet.

I006-492

The detached building is shaded yellow (for this response) on Sheet A1802 from Volume III: Station Drawings.



Submission I007 (Adam Cohen, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #364 DETAIL

Status : Action Pending
Record Date : 1/17/2018
Response Requested : No
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Email
First Name : Adam
Last Name : Cohen
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code :
Telephone :
Email : adam.p.cohen83@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues :
EIR/EIS Comment : Yes
Official Comment Period : Yes
Attachments :
 Comments.pdf (81 kb)
 Signatures.pdf (91 kb)
 Signatures2.pdf (4 mb)
 Brianna Bautista.pdf (82 kb)
 Kyle Amidon.pdf (47 kb)
 Leslie Walters.pdf (31 kb)
 Mike Ladd.pdf (54 kb)
 Stephen Montgomery.pdf (55 kb)
 364_Cohen_011718_email_Original.pdf (1 mb)

Subject: FW: Additional Signatures
Attachments: Signatures2.pdf; Comments.pdf; Signatures.pdf; Stephen Montgomery.JPG; Leslie Walters.JPG; Brianna Bautista.JPG; Mike Ladd.JPG; Kyle Amidon.JPG

From: Adam Cohen (<mailto:adam.p.cohen83@gmail.com>)
Sent: Wednesday, January 17, 2018 1:20 AM
To: Perez-Arrieta, Stephanie (FRA) <stephanie.perez@dot.gov>
Subject: Additional Signatures

I007-1

Hi Stephanie, We received some additional signatures and comments today in support of Truxtun and in opposition to F Street. To ensure their inclusion, I wanted to send you an updated signature list. Please let me know if you have any questions. Thank you, Adam

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Comments

I007-2

Name	Location	Date	Comment
Lynn Bennett	Bakersfield, CA	2016-04-22	Opposed to high speed rail...period!
Eric Farb	Hanford, CA	2016-04-22	We need a sustainable water system before an unnecessary rail system.
Eve-lyne Thomas	Bakersfield, CA	2016-04-22	Elm St., north of 24th already has; to much traffic bye passing 24th, they also speed on our street and run into our cars, and the train noises go on all night long as it is. We don't need more traffic or train noises, it will damage this beautiful neighborhood and bring the cost and value of our homes down.
Ali Rodriguez	Bakersfield, CA	2016-04-22	Don't want traffic on Elm to increase and noise in our neighbor to go up.
Susan Gabin	Bakersfield, CA	2016-04-22	This will decrease our home value and bring MORE traffic in our quiet neighborhood.
Sue Bryan	Bakersfield, CA	2016-04-23	Westchester is one of the more beautiful older neighborhoods in Bakersfield.
Cynthia Bush	Bakersfield, CA	2016-05-06	Nothing positive with this it would bring more destruction and would lower he value of all residential property North and South of the 24th street mess.
Chuck Dickson	Bakersfield, CA	2016-05-06	Water is much more important to the California citizen!
Harry Wilson	Bakersfield, CA	2016-05-06	I'm trying to save the neighborhood!
Katie McNeil	Bakersfield, CA	2016-05-06	I want help protect the historical neighborhood of Westchester in Bakersfield, CA
Anne and Jerry Seydel	Bakersfield, CA	2016-05-07	Opposed to the rail depot at F and Goldenstate Hwy.
Clint Bottoms	Bakersfield, CA	2016-05-07	I am opposed to the high speed rail through Westchester.
Joanna Rucker	Bakersfield, CA	2016-05-07	Do not want all this garbage in my back yard put some where there are not homes like by Rabobank.
Kern Apartments	Bakersfield, CA	2016-05-07	The Westchester high speed rail will adversely impact our business and properties in the neighborhood.
Hellen Pierce	Bakersfield, CA	2016-05-07	I've lived here many years. I expect to die here. I do not want to see my neighborhood die .
Victor Gomez	Bakersfield, CA	2016-05-07	This project is not for the downtown area.
terri murray	Bakersfield, CA	2016-05-07	I want to preserve this neighborhood!
Suzanne Galindo	Bakersfield, CA	2016-05-07	I'd like to keep my neighborhood free from the elements that might be attracted to the proposed station location. I believe the rail is a viable, worthy idea. But the location is not in the best interest

Name	Location	Date	Comment
			of Westchester or Bakersfield. A more industrial area should be reviewed for the proposed location.
Timothy Sullivan	Bakersfield, CA	2016-05-07	Stop F street station. Save Westchester!
Sally Leyva	Bakersfield, CA	2016-05-07	Sally Leyva
Bret Black	Bakersfield, CA	2016-05-07	I don't want to ruin this historic and rich neighborhood.
Sandie Wheeler	Bakersfield, CA	2016-05-08	Westchester neighborhood is a unique and older neighborhood in Bakersfield. The location of this rail station with put this neighborhood at further risk of vandalism, graffiti, loitering and homeless loitering. We in our neighborhood are seeing more and more of these problems and we are doing what we can to resolve and keep our neighborhood beautiful. There is no other in Bakersfield like Westchester. THERE ARE QUIT A FEW BETTER ALTERNATIVES. PLEASE PLEASE CONSIDER OUR REQUEST.
Patricia Irwin	Bakersfield, CA	2016-05-08	It is not because I don't want to see modernization or advancement rather I feel our BOS makes rash unthought decisions when there are better alternate choices but they don't choose to look at other options opting for true 'Bakersfield fashion' of looking st things with blinders on. I also feel they are not upholding the integrity of our historic neighborhood snd they don't really care because they do not live here and don't value it as we who do .
Chris Grimm	Bakersfield, CA	2016-05-08	Placing the train near a residential neighborhood does not represent a well thought out plan for a billion dollar project.
judy mclauchlin	bakersfield, CA	2016-05-08	Besides all aforementioned points, we, my husband and I, also think we will be able to hear train announcements day and night. My husband was an Amtrak engineer and knows first hand the noise pollution issues. Jerry Brown learned first hand about irritating train announcements when he was mayor of Oakland California and lived in Jack London Squate, near the Amtrak train station.
Marsha Barnden	Bakersfield, CA	2016-05-09	I DO NOT WANT HIGH SPEED RAIL. Period!
Jake Williams	Bakersfield, CA	2016-05-09	I live in Westchester and my street would be one of the main thoroughfares for traffic.
Bettina Belter	Bakersfield, CA	2016-05-09	To protect the integrity of our Westchester Neighborhood, The High Speed Rail Statuon should be built out way West of town. It's where the majority of the growth & population in Bakersfield dwells. Go WEST young man GO WEST.
Aimee Woodgate	Spring, TX	2016-05-10	My grandparents house is in Westchester!
Lisa Bellue	Bakersfield, CA	2016-05-11	I live in Westchester and do not want to see my neighborhood or surrounding business suffer from the high speed rail. I am in favor of the high-speed rail but it needs to be put in the area that does not uproot family living or local restaurant/marketing.

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Name	Location	Date	Comment
Jolynn Vasquez	Bakersfield, CA	2016-05-29	I'm saying this because I do not want anymore unnecessary traffic going through my community. Our pollution is already skyrocketing. An I could only imagine the crime it would bring.
olivia Lopez	Bakersfield, CA	2016-06-10	If the train derails, everything around it will be affected. It's dangerous!!
kent jackson	bakersfield, CA	2016-06-23	This will ruin my lifetime neighborhood.
Robert Dobrzanski	Bakersfield, CA	2016-06-23	Water should be the pressing issue in the state not a fantasy train that will be over budget and financially unsound from day 1.
Dolores GUILTINAN	Bakersfield, CA	2016-06-24	Although I know that through eminent domain I cannot do anything to save my house, I feel that I should at least be made whole. Where are my rights?
Kristina Black	Bakersfield, CA	2016-06-27	That is my neighborhood. It's a nice neighborhood and I believe moving all those stations there will ruin it.
Karin Magar	Bakersfield, CA	2016-07-24	I live in the neighborhood
Eve-lyne Thomas	Bakersfield, CA	2016-07-27	Can we also get this petition signed by going door to door? I would be willing to!
Neil Weiting	Bakersfield, CA	2016-07-31	Don't subject a well established neighborhood to the problems that come with bringing the station that close . Put it some where else .
N A	Bakersfield, CA	2016-08-14	The new major transportation hub does not belong in and near one of the oldest and most quaint neighborhoods of the city.
Karen Iascos	Bakersfield, CA	2016-08-15	This is a bad idea to begin with and now it is a bad idea that affects my home life due to the purposed location
Caryn Herren	Bakersfield, CA	2016-08-15	I don't want the noise and increased transient problems
Medina Bates	St.Louis, MO	2016-08-15	my home town
Shawna Haddad	Bakersfield, CA	2016-08-20	Shawna S Haddad
Mary Jones	Bakersfield, CA	2016-08-23	I oppose high-speed rail in Westchester Bakersfield
Courtney Clerico	Bakersfield, CA	2016-08-24	I am a lifelong resident of Westchester and will be devastated if the high speed rail station is placed in my beloved neighborhood. This is NOT okay when there is so many other options!
JENNIFER GRAGG	Bakersfield, CA	2016-08-24	My sister and her family live in Westchester.
LeaAnn Weisbruch	Dallas, TX	2016-08-24	I want my sister to keep her wonderful neighborhood entact and quiet and peaceful!
Pauletta Maxwell	Bakersfield, CA	2016-08-25	I'm not at all in favor of the Bullet Train at Golden State and F Street. That intersection already has traffic issues. The City and State need to work more and listen to us the neighborhoods that will be affected by the noise, the horns blowing and whatever else comes it's way. This is not a practical route. Downtown on

Name	Location	Date	Comment
			Truxton is already set up. The train is there along with a bus system to serve the people traveling. There are restaurants along with hotels in walking distance. There is nothing of interest near the other suggested location. I'm tired of our City Manager making decisions he wants to happen. He will talk and promise to get votes his way though our City Council. Unfortunately if the council would do their own research they wouldn't always vote what "Staff Recommends" and believe all the half truths he continues to use through his staff. This would not be a subject to talk about today had we been correctly informed. I know this for a fact because my husband is a City Councilman that re
Daniel Leinker	Bakersfield, CA	2016-08-25	HSR should be located in the downtown core.
Debbie Buchanan	San Luis Obispo, CA	2016-08-28	The high speed rail will not benefit anyone except the unions. Tearing up Bakersfield for this is beyond stupid.
Skyler Meighan	Bakersfield, CA	2016-08-29	Our Veterans deserve a state of the art medical clinic, more often I'm forced to drive to LA for treatments that should be offered in Bakersfield
Ethel. Grimes	Bakersfield, CA	2016-08-30	Old Town Kern has enough problems!
Joshua Nunez	Bakersfield, CA	2016-09-02	High Speed Rail is a waste time, money and resources. And impact on our city is poor.
Sean Collins	Bakersfield, CA	2016-09-05	My business is in this area.
Jim Mattern	Bakersfield, CA	2016-09-05	don't want the high speed rail period!
David Jones	Bakersfield, CA	2016-09-06	I agree with Caltrans' evaluation of HSR station for Bakersfield.
Sheree Stafford	Bakersfield, CA	2016-09-11	Downtown traffic is already a nightmare!! And we must not destroy anymore of our historic properties!
Rita Torres	Bakersfield, CA	2016-09-11	I do not believe the impact to the downtown residents was taken into full consideration.
Anthony Ansolabehere	Bakersfield, CA	2016-11-12	The city proposed alignment has turned out to be far more disruptive.
Susan Karnes	Bakersfield, CA	2016-11-19	We are signing this petition to share our choice for the Bakersfield Station. We are in favor of the downtown station because of the opportunity to revitalize and benefit downtown by bringing travelers closer to existing hotels, restaurants, government and business agencies, as well as amenities and attractions. It is also the only route to interface with the HSR maintenance yard in Shafter. Finally it would have the least impact on increased traffic within downtown neighborhoods.
Zoot Velasco	Bakersfield, CA	2016-11-22	Truxton is the far better site!
Monette Velasco	Fullerton, CA	2016-12-16	Going to Truxtun Station will revitalize downtown Bakersfield, which SORELY needs it. It will provide a better location for people who

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Name	Location	Date	Comment
			want to attend events. It will also be better for people who work there.
Tara Chaidez	Bakersfield, CA	2017-01-05	Keep it in the downtown area!
Quetta Woodard	Bakersfield, CA	2017-01-06	The less the b train impacts our community the better. We want to protect our very old and special businesses in Old Town.
Deborah Moses	Bakersfield, CA	2017-02-18	The plan that has already been approved is supported by existing infrastructure and would cause less upset to our historic community. The existing plan would also require fewer monetary resurces, leaving them available for other projects.
mary tigner	Bakersfield, CA	2017-02-18	Please take care of our vets and build new clinic on Golden State. The businesses of Old Town Kern deserve better than this 70 ft monstrosity.
Eva Felix	Bakersfield, CA	2017-02-18	There is NO room, need or funds for high speed rail in Kern county
Joel Stewart	Santa Barbara, CA	2017-02-19	I feel a high speed bullet train to nowhere is a waste of taxpayers money. Money that would be better spent on infrastructure and reinforcing our dams.
Diane Bevacqua	Bakersfield, CA	2017-02-19	I oppose the adverse effects of high speed rail through our city
Michael Hawkesworth	Bakersfield, CA	2017-02-19	It makes NO SENSE to put a station this far from the actual Downtown area. This looks like crony politics. And the more research I do the more I realize special interests are involved.
John Stevens	Bakersfield, CA	2017-02-19	I'm of the opinion that it would ruin our beautiful neighborhood.
Alex Tigner	Bakersfield, CA	2017-02-20	I'm signing because this will make the neighborhood I work in and love even more unsafe.
Eve-lyne Thomas	Bakersfield, CA	2017-02-22	We already made some of our neighbors aware of this, so besides the door to door approach, and signing a petition what else can we do to try to stop this?
Sandra Goins	Bakersfield, CA	2017-03-04	Westchester is already being destroyed by the widening of 24th Street(Hwy 178).
Richard Magar	Bakersfield, CA	2017-03-11	This is the wrong location for this station. It has a negative impact on a desirable community. There are better alternatives available adjacent to existing rail facilities!
Luann Allen	Bakersfield, CA	2017-03-26	For the sake of home value, preservation of Kern history, noise, traffic, crime & safety.
Melissa Nixon	Bakersfield, CA	2017-03-27	It makes much more sense to put the HSR Station at the Truxtun location.
Sheila Houchin	Bakersfield, CA	2017-03-29	I live in Westchester and it will be detrimental to our neighborhood
Jennifer Aleman	Bakersfield, CA	2017-03-29	I am a home owner in Westchester Riviera.

Name	Location	Date	Comment
Dana Phares	Bakersfield, CA	2017-03-31	I live in the neighborhood
Mark Herrick	Bakersfield, CA	2017-04-12	The city of Bakersfield has a history of poor transportation planning. This is just another example of it. (Not to mention the issues with Westside Highway, Centennial Corridor and the 24th Street redevelopment!) The city is trying to force the the High Speed Rail station to be located at F Street and Golden State Ave., while completely ignoring their previous approval of the recommended location on Truxtun Ave. near the current Amtrak station. The city says they want to "reinvigorate" downtown Bakersfield, but they are destroying the surrounding residential communities in the process.
Jack Nisbett	Bakersfield, CA	2017-04-23	Multiple reasons
susan bonas	Bakersfield, CA	2017-04-24	Susan Bonas
J. Rochelle Ladd ladd	bakersfield, CA	2017-04-28	The Truxtun location for the station is better in all respects. I live on 18th st. two blocks from the proposed truxtun route and I still believe it is better location than golden state and f street.
Christine Zavala	Prescott, AZ	2017-04-29	I LIVE IN BAKERSFIELD ON 33RD STREET. I HAVE NEVER USED THE GLEANERS BUT I HAVE SEEN THE POSITIVE IMPACT IT HAS FOR THOSE IN NEED. WE LIVE IN THE EAST SIDE OF BAKERSFIELD WHICH IS HOME TO A LOT OF POVERTY STRICKEN FAMILIES AND HOMELESS. IF YOU TAKE THE GLEANERS AWAY OR MOVE IT, IT WILL MAKE IT VERY DIFFICULT FOR THE PEOPLE THAT NEED IT THE MOST TO GET FOOD. PLEASE LEAVE IT WHERE IT'S AT. YOU WILL BE SAVING SOME LIVES.
Jan Lemucchi	Bakersfield, CA	2017-05-02	Help save Westchester and the Gleaners!
Suzi leal	Bakersfield, CA	2017-05-02	No way is this wanted in my living area what a mess ill be forced to move if this happens .NO.
Caryl Curless	Bakersfield, CA	2017-05-04	Gleaners are such a vital part of caring for the disadvantaged in Bakersfield. Making them move would be such a hardship for the organization.Please don't do one more thing to cause veterans turmoil or change. Please honor them by not destroying their building.
Laurie Everidge	Bakersfield, CA	2017-05-16	Tearing up the Westchester neighborhood has to stop. From what I have read people who should be looking out for their constituents are willing to throw this neighborhood under the rails to line their pockets. We have houses destroyed on 24th Street demolished to widen it at that end of the neighborhood and then they want to destroy the Northside of our neighborhood for their greed?!
Stephen Montgomery	Bakersfield, CA	2017-05-16	HSR should be located at the downtown Truxtun Ave. site, basic alignment along the BNSF with recent minor reroutes to address those few issues that would have degraded other occupancies, mainly Bakersfield High School and Mercy Hospital. Its proximity to other transportation options, shopping, lodging and dining it's a no brainer.

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Name	Location	Date	Comment
Joshua Farrow	Bakersfield, CA	2017-05-21	I live in one of the Westchester homes that is nearest the proposed location for the new bullet train station. I may lose my home and at the very least would be severely impacted by the traffic, noise and increased crime. I am a family of six that chose Westchester as a place to raise a family because of how peaceful it is. It is a beautiful neighborhood and we are really hoping to continue raising our family here.
Samuel Matar	Carson, CA	2017-05-29	CA already has an immense financial burden because of an irresponsible state administration! WE DO NOT NEED HIGH SPEED RAIL!!!
Jose Ortega	Bakersfield, CA	2017-05-30	I have no problem with the HSR. It is something that California has always needed. Don't let people tell us that this is a bad idea.
Jose Ortega	Bakersfield, CA	2017-06-02	The HSR is way past due to California Transportation. I don't see any progress in the westchester area since Montgomery Ward's left and the owners of the building have made no effort to bring something new to the area.
Linda Schorr	Bakersfield, CA	2017-06-11	The station placement for the High Speed Rail as described in the letter is very detrimental to Veterans' services, our downtown area, historical Old Town Kern, and long established Westchester neighborhood. Please open your meeting to residents who have constructive comments. This affects all of us!
Quetta Woodard	Bakersfield, CA	2017-07-24	The train should be kept out of our historic communities. It should be in the outskirts of community not directly in.
Nellie Scarborough	Bakersfield, CA	2017-11-10	The citizens do not want this here.
Drew Molhook	Bakersfield, CA	2017-11-10	I want westchester saved
Claudia Roberts	Los Angeles, CA	2017-11-10	Is NOTHING sacred?!!!
Jaclyn Allen	Bakersfield, CA	2017-11-11	I'm signing this because adding the station in this neighborhood will be detrimental to its well being.
Shawn Flores	Visalia, CA	2017-11-11	No train
Shelly Moore	Taft, CA	2017-11-11	Sad....high speed rail is a waste of this States money
Belinda Ponce	Wasco, CA	2017-11-11	I'm against the high speed train! Many people have to relocate for this stupid thing!
Patty Godwin	Bakersfield, CA	2017-11-19	Prefer Downtown station near Amtrak, Rabobank Arena, hotels and courts. Reject the proposed park and ride plan station that connects to nowhere. Save Westchester residential neighborhood. Yes downtown!
Alisa Irely	Bakersfield, CA	2017-11-19	I value the historical significance of the area which wld be affected.
Diane Morton	Dana Point, CA	2017-11-20	My family is from Bakersfield and still lives there. This will totally change the complexion of the neighborhood and is inexcusable to take precedence over veterans!

Name	Location	Date	Comment
Erika Monet	Bakersfield, CA	2017-11-20	Connecting Bakersfield to high speed ruins the neighborhoods and invited higher incidents of crime. Farms will be downsized for more housing to offset the increased population. Keep rural for food.
Pat Mahan	Bakersfield, CA	2017-11-20	Patricia Mahan
Janet Rossi	Bakersfield, CA	2017-11-20	It seems it may create more traffic problems... and neighborhood problems... when there could be other routes that could possibly be better for the rail and for Bakersfield...
Denise Johnson	Bakersfield, CA	2017-11-22	Against the railway, the biggest waste of money!!
Shawn Cervantes	Santa Cruz, CA	2017-11-27	Having a Veterans clinic is much more important!
Virginia Penilla Monreal	Bakersfield, CA	2017-11-27	I want "Westchester save"
Joanna Rucker	Bakersfield, CA	2017-12-03	I think this is dumb place to put the bullet train everything is downtown. This is so sad for the home owners.
John Jamison	Bakersfield, CA	2017-12-19	The F Street alignment makes no sense whatsoever.
Tiffany Ederer	Bakersfield, CA	2017-12-19	This is my home town!
Victoria Barton	Bakersfield, CA	2017-12-19	I live in Bakersfield and love the city the way it is I know we have to grow and change but not in this way
Richard Magar	Bakersfield, CA	2017-12-20	This is a terrible idea for the Westchester community. It makes no sense at all. The Truxtun location is by far a superior option for this project.
Agustin Bagnas	Bakersfield, CA	2017-12-20	We are losing pieces of our city's history in exchange for growth. Which isn't worth it.
Lana Elfstrom	California	2017-12-20	Downtown just makes sense.
Ulises Bautista	US	2017-12-21	I live in westchester and it would be nice to have the station in truxtun Ave since it's already in place
Michele Magyar	Bakersfield, CA	2017-12-24	Find another place in town where there are no 217 year old buildings. Old Town Kern is full of nice restaurants.
Ted Elder	Bakersfield, CA	2017-12-24	The station must be placed where people can use it not on the outskirts.
Citizens for Downtown Bakersfield	US	2017-12-25	Please email comments to: Fresno_Bakersfield@hsr.ca.gov
Larry Fredeen	Bakersfield, CA	2017-12-29	Truxtun makes the most sense for the station.
Cianne McGinnis	Bakersfield, CA	2017-12-30	I think downtown is a much better location. Amtrak is there, Greyhound is there, so why not all of the transportation locations near the same location?

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Name	Location	Date	Comment
Darlene Vangel	Los Angeles, CA	2018-01-04	F St. location is in a Moronic idea physically and economically. Truxtun location makes much better sense.
Alex Morano	san luis obispo, CA	2018-01-04	As a new bakersfield resident I believe that our downtown would greatly benefit from having access to this station.
Bethany Rowlee	Bakersfield, CA	2018-01-05	I see no logic in putting a station far away from all other transportation hubs. A location at Truxtun where access to the bus and train stations is mere steps away will serve a much better purpose than the other proposed option. A Truxtun station will provide much more efficiency and safety for travellers, and more economic prosperity for downtown.
Amanda Studebaker	Bakersfield, CA	2018-01-06	The Truxtun location would be more central, in a better part of town, and make more sense for the growth of the city. An F Street location makes no sense.
Tim Yates	Taipei, Taiwan	2018-01-15	Center City access to, plus likely Improvements to existing infrastructure, and the building of the maintenance facility that adds jobs, lower overall height on the rail line, what's not to like about the downtown hub? Nix F street plan!

Signatures

Name	Location	Date
Citizens for Downtown Bakersfield	US	2016-04-22
Kevin Bush	Bakersfield, CA	2016-04-22
Lynn Bennett	Bakersfield, CA	2016-04-22
Eric Farb	Hanford, CA	2016-04-22
Eve-lyne Thomas	Bakersfield, CA	2016-04-22
Ali Rodriguez	Bakersfield, CA	2016-04-22
Susan Killme	Bakersfield, CA	2016-04-22
Christopher Ramirez	San Francisco, CA	2016-04-22
Sue Bryan	Bakersfield, CA	2016-04-23
Rebecca Cohen	Bakersfield, CA	2016-04-25
Erica Zeimet-Cameron	Bakersfield, CA	2016-05-06
Cynthia Bush	Bakersfield, CA	2016-05-06
Chuck Dickson	Bakersfield, CA	2016-05-06
Harry Wilson	Bakersfield, CA	2016-05-06
Laura Epps	Bakersfield, CA	2016-05-06
MaryLou Ojeda	Bakersfield, CA	2016-05-06
Kathleen McNeil	Bakersfield, CA	2016-05-06
Jeff Smith	Bakersfield, CA	2016-05-06
Therese Foley	Bakersfield, CA	2016-05-06
Anne and Jerry Seydel	Bakersfield, CA	2016-05-07

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Name	Location	Date
Karynn Whitcard	Bakersfield, CA	2016-05-07
Clint Bottoms	Bakersfield, CA	2016-05-07
Joanna Rucker	Bakersfield, CA	2016-05-07
M&O Real Estate Holdings LLC	Bakersfield, CA	2016-05-07
Kern Apartments	Bakersfield, CA	2016-05-07
Carolyn Cisneros Armstrong	Bakersfield, CA	2016-05-07
Steve Epps	Bakersfield, CA	2016-05-07
Jesse Quintanilla	Bakersfield, CA	2016-05-07
Norman Maynard	Bakersfield, CA	2016-05-07
Hellen Pierce	Bakersfield, CA	2016-05-07
William davidson	Bakersfield, CA	2016-05-07
Mathea Perkins	Bakersfield, CA	2016-05-07
Leslie Walters	Bakersfield, CA	2016-05-07
Victor Gomez	Bakersfield, CA	2016-05-07
Terri Murrat	Bakersfield, CA	2016-05-07
Barbara Antongiovanni	Bakersfield, CA	2016-05-07
Suzanne Galindo	Bakersfield, CA	2016-05-07
Lynne Munoz	Bakersfield, CA	2016-05-07
Martha Quintanilla	Bakersfield, CA	2016-05-07
Dennis Black	Bakersfield, CA	2016-05-07
Stacy Arambula	Bakersfield, CA	2016-05-07
Timothy Sullivan	Bakersfield, CA	2016-05-07

Name	Location	Date
KRISTI SAECKER	Bakersfield, CA	2016-05-07
Sally Leyva	Bakersfield, CA	2016-05-07
Gayle Richardson	Bakersfield, CA	2016-05-07
Bret Black	Bakersfield, CA	2016-05-07
Karen Rodriquez	Bakersfield, CA	2016-05-07
Brad Gardner	Bakersfield, CA	2016-05-08
Sandie Wheeler	Bakersfield, CA	2016-05-08
Nancy Coleman	Bakersfield, CA	2016-05-08
Victor Gonzales	Bakersfield, CA	2016-05-08
Kristen Shadle	Bakersfield, CA	2016-05-08
Patricia Irwin	Bakersfield, CA	2016-05-08
Adam Cohen	Bakersfield, CA	2016-05-08
Chris Grimm	Bakersfield, CA	2016-05-08
Judy McLauchlin	Bakersfield, CA	2016-05-08
Sewco Real Estate Holdings LLC	Bakersfield, CA	2016-05-08
Cynthia Quintanilla	Bakersfield, CA	2016-05-08
Catherine Pedroza	Bakersfield, CA	2016-05-08
Martha Hernandez	Shafter, CA	2016-05-08
Elizabeth Saucedo	Bakersfield, CA	2016-05-09
Jesse Mendez	Bakersfield, CA	2016-05-09
Kevin Arambula	Bakersfield, CA	2016-05-09

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Name	Location	Date
Enrique hernandez	Delano, CA	2016-05-09
Jaquelyn Coyle	Bakersfield, CA	2016-05-09
Marsha Barnden	Bakersfield, CA	2016-05-09
Yadira Gonzalez	Bakersfield, CA	2016-05-09
Debra Hand	Bakersfield, CA	2016-05-09
jacob williams	Bakersfield, CA	2016-05-09
Josh cohen	Bakersfield, CA	2016-05-09
Bettina Belter	Bakersfield, CA	2016-05-09
Aimee Woodgate	Spring, TX	2016-05-10
Amanda Fortune	Bakersfield, CA	2016-05-10
Jennifer Martin	Bakersfield, CA	2016-05-10
Monica Hernandez	Bakersfield, CA	2016-05-10
Jade Lovett	Bakersfield, CA	2016-05-10
Mitchell Marquez	Bakersfield, CA	2016-05-10
Lisa Bellue	Bakersfield, CA	2016-05-11
Brandy Fonseca	Bakersfield, CA	2016-05-22
Domingo Quintanilla	Bakersfield, CA	2016-05-24
Alicia Garza	Bakersfield, CA	2016-05-24
Jolynn Vasquez	Bakersfield, CA	2016-05-29
carlene watson	Bakersfield, CA	2016-06-10
olivia Lopez	Bakersfield, CA	2016-06-10
jessica Romero	Bakersfield, CA	2016-06-14

Name	Location	Date
Lisa Elliott	Bakersfield, CA	2016-06-15
Michael Shadle	Bakersfield, CA	2016-06-15
Kent Jackson	Bakersfield, CA	2016-06-23
Robert Dobrzanski	Bakersfield, CA	2016-06-23
Manuel Miranda	Bakersfield, CA	2016-06-23
Dolores GUILTINAN	Bakersfield, CA	2016-06-24
Kristina Black	Bakersfield, CA	2016-06-27
Jewell Forrest	Bakersfield, CA	2016-07-17
Shayrn Wilson	Bakersfield, CA	2016-07-17
paul andre	Bakersfield, CA	2016-07-19
francine simmons	Bakersfield, CA	2016-07-24
Karin Magar	Bakersfield, CA	2016-07-24
Christina Woods	Bakersfield, CA	2016-07-24
Ron Colón	Bakersfield, CA	2016-07-26
Brianna Spofford	Bakersfield, CA	2016-07-26
Neil Weiting	Bakersfield, CA	2016-07-31
Deborah Moses	Bakersfield, CA	2016-08-14
Regina Cunningham	Bakersfield, CA	2016-08-14
karen Liascos	Bakersfield, CA	2016-08-15
Timothy McNeely	Northridge, CA	2016-08-15
Caryn Herren	Bakersfield, CA	2016-08-15
Nancy Lowe	Bakersfield, CA	2016-08-15

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Name	Location	Date
Wendee Villanueva	San Leandro, CA	2016-08-15
Medina Kay Giese	Bellefontine Neighbors, MO	2016-08-15
Kelley Hoffman	Bakersfield, CA	2016-08-15
Shawna Haddad	Bakersfield, CA	2016-08-20
Edna Wilson	Bakersfield, CA	2016-08-20
Steven Nicklaus	Bakersfield, CA	2016-08-20
Mary Jones	Bakersfield, CA	2016-08-23
Courtney Clerico	Bakersfield, CA	2016-08-24
katy hudson	Bakersfield, CA	2016-08-24
Jennifer Gragg	Bakersfield, CA	2016-08-24
LeaAnn Weisbruch	Dallas, TX	2016-08-24
Mona Freeborn	Bakersfield, CA	2016-08-24
Ken Grissett	Bakersfield, CA	2016-08-24
Helen Kotowske	Bakersfield, CA	2016-08-24
Jennifer sanchez	Bakersfield, CA	2016-08-25
Pauletta Maxwell	Bakersfield, CA	2016-08-25
Daniel Leinker	Bakersfield, CA	2016-08-25
Ronna Davis	Bakersfield, CA	2016-08-25
Debbie Buchanan	Bakersfield, CA	2016-08-28
Brenda Wood	Bakersfield, CA	2016-08-29
Skyler Meighan	Bakersfield, CA	2016-08-29
Denise Legg	Bakersfield, CA	2016-08-30

Name	Location	Date
Ethel. Grimes	Bakersfield, CA	2016-08-30
Elizabeth Zylstra	Bakersfield, CA	2016-09-01
Joshua Nunez	Bakersfield, CA	2016-09-02
anna meeker	Bakersfield, CA	2016-09-02
Stephen Schrepfer	Bakersfield, CA	2016-09-03
Gloria Dianne Dumler	Bakersfield, CA	2016-09-03
Whitney Weddell	Bakersfield, CA	2016-09-04
Sean Collins	Bakersfield, CA	2016-09-05
Jim Mattern	Bakersfield, CA	2016-09-05
David Jones	Bakersfield, CA	2016-09-06
Julie Johnson	Fresno, CA	2016-09-09
Julie Riegel	Bakersfield, CA	2016-09-11
Sheree Stafford	Bakersfield, CA	2016-09-11
Toni Heim	Bakersfield, CA	2016-09-11
Rita Torres	Bakersfield, CA	2016-09-11
Dennis Black	Bakersfield, CA	2016-09-20
paul gipe	Bakersfield, CA	2016-11-12
Anthony Ansolabehere	Bakersfield, CA	2016-11-12
EV Perks	Bakersfield, CA	2016-11-12
Susan and John Karnes	Bakersfield, CA	2016-11-19
Lorraine Unger	Bakersfield, CA	2016-11-21
Ever Marquez	Bakersfield, CA	2016-11-22

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Name	Location	Date
Randy Frank	Bakersfield, CA	2016-11-22
Amy Shillig	Bakersfield, CA	2016-11-22
Zoot Velasco	Bakersfield, CA	2016-11-22
Jesse Colocado	Bakersfield, CA	2016-11-23
Elliott Fowler	Bakersfield, CA	2016-11-23
Monette Velasco	Bakersfield, CA	2016-12-16
Tara Chaidez	Bakersfield, CA	2017-01-05
Quetta Woodard	Bakersfield, CA	2017-01-06
Gaylyn Jaggars	Bakersfield, CA	2017-01-07
James McCain	Bakersfield, CA	2017-01-07
Deborah Moses	Bakersfield, CA	2017-02-18
Joe Rodriquez	Bakersfield, CA	2017-02-18
Jaime Simmons	Bakersfield, CA	2017-02-18
Victoria Zdanko	Bakersfield, CA	2017-02-18
Rebecca Solberg	Taft, CA	2017-02-18
mike ladd	Bakersfield, CA	2017-02-18
mary tigner	Bakersfield, CA	2017-02-18
Hailey Watson	Bakersfield, CA	2017-02-18
Eva Felix	Bakersfield, CA	2017-02-18
Joel Stewart	Bakersfield, CA	2017-02-19
Diane Bevacqua	Bakersfield, CA	2017-02-19
Deborah Jones	Bakersfield, CA	2017-02-19

Name	Location	Date
Philip Williams	Bakersfield, CA	2017-02-19
Anna Gonzales	Bakersfield, CA	2017-02-19
Angelica Diaz	Bakersfield, CA	2017-02-19
Charlene Razor	Bakersfield, CA	2017-02-19
Angela Glover	Bakersfield, CA	2017-02-19
Michael Hawkesworth	Bakersfield, CA	2017-02-19
John Stevens	Bakersfield, CA	2017-02-19
MARY JO NORRIS	Mexico	2017-02-20
Alex Tigner	Bakersfield, CA	2017-02-20
Gino Valpredo	Bakersfield, CA	2017-02-21
Nika Sill Morse	Bakersfield, CA	2017-02-22
judith ryan	Bakersfield, CA	2017-02-22
Jennifer Coppola	Bakersfield, CA	2017-02-27
Sandra Goins	Bakersfield, CA	2017-03-04
Daniel Leinker	Bakersfield, CA	2017-03-04
Patrick Fogarty	Bakersfield, CA	2017-03-05
Wesleigh Chapman	Bakersfield, CA	2017-03-11
Richard Magar	Bakersfield, CA	2017-03-11
Tana Hartley	Bakersfield, CA	2017-03-11
Brittnee Wilson	Bakersfield, CA	2017-03-11
John Marlow	Bakersfield, CA	2017-03-11
Gene Torigiani	Bakersfield, CA	2017-03-11

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Name	Location	Date
Yvonne Cavanagh	Bakersfield, CA	2017-03-11
Ashley Sierra	Arvin, CA	2017-03-11
Debra Watkins	Bakersfield, CA	2017-03-11
Lauren Stone	Bakersfield, CA	2017-03-12
Teresa Cowley	Kingsville, TX	2017-03-12
Kimberly Rasmussen	Bakersfield, CA	2017-03-12
Daniel Cruz	Bakersfield, CA	2017-03-19
Luann Allen	Bakersfield, CA	2017-03-26
Melissa Nixon	Bakersfield, CA	2017-03-27
Jennifer Jones Aleman	Bakersfield, CA	2017-03-29
Jane De Los Santos	Bakersfield, CA	2017-03-30
Ally Swen	Bakersfield, CA	2017-03-30
John Jamison	Bakersfield, CA	2017-03-30
Dana Phares	Bakersfield, CA	2017-03-31
Jennifer Farrow	Bakersfield, CA	2017-04-01
Kevin Bartell	Bakersfield, CA	2017-04-04
Shannon Elrich	Bakersfield, CA	2017-04-04
Jeriaj Backer	Bakersfield, CA	2017-04-04
Karen Leitch	Bakersfield, CA	2017-04-12
Christopher Lowe	Bakersfield, CA	2017-04-12
Mark Herrick	Bakersfield, CA	2017-04-12
Vittoria Allendorf	Bakersfield, CA	2017-04-13

Name	Location	Date
John Sanders	Bakersfield, CA	2017-04-14
Jack Nisbett	Bakersfield, CA	2017-04-23
susan bonas	Bakersfield, CA	2017-04-24
Carmen Horta	Bakersfield, CA	2017-04-24
Yvonne Hoeke	Bakersfield, CA	2017-04-27
Christine Zavala	Prescott, AZ	2017-04-29
Jan Lemucchi	Bakersfield, CA	2017-05-02
Suzi leal	Bakersfield, CA	2017-05-02
Caryl Curless	Bakersfield, CA	2017-05-04
Jon Malamma	Bakersfield, CA	2017-05-15
Eva Billings	Bakersfield, CA	2017-05-16
Laurie Everidge	Bakersfield, CA	2017-05-16
Bernadette Root	Bakersfield, CA	2017-05-16
Stephen Montgomery	Bakersfield, CA	2017-05-16
Joshua Farrow	Bakersfield, CA	2017-05-21
MICHAEL FREDDI	Los Osos, CA	2017-05-27
Bethany Rowlee	Bakersfield, CA	2017-05-28
Samuel Matar	Bakersfield, CA	2017-05-29
Jose Ortega	Bakersfield, CA	2017-05-30
Linda Schorr	Bakersfield, CA	2017-06-11
Judy Whitson	Fresno, CA	2017-06-16
Brenda Kettler	Bakersfield, CA	2017-11-10

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Name	Location	Date
david taggart	Woodbridge, VA	2017-11-10
Roseanne Brandon	Bakersfield, CA	2017-11-10
Anna Santiago	Bakersfield, CA	2017-11-10
Brian Kirschenmann	Katy, TX	2017-11-10
Nellie Scarborough	Bakersfield, CA	2017-11-10
Drew Molhook	Bakersfield, CA	2017-11-10
Theresa Trigueiro	Carson, CA	2017-11-10
Caroline Clausen	Bakersfield, CA	2017-11-10
John Sanders	Roseville, CA	2017-11-10
Debra Stansbury	Bakersfield, CA	2017-11-10
Claudia Roberts	Los Angeles, CA	2017-11-10
Zack Newman	Bakersfield, CA	2017-11-10
Charles Edgar	Camarillo, CA	2017-11-10
Kristen Bellue	Bakersfield, CA	2017-11-10
Macel Campos	Bakersfield, CA	2017-11-10
Casilda Lee	Bakersfield, CA	2017-11-11
Andrea Watson	Bakersfield, CA	2017-11-11
Jaclyn Allen	Bakersfield, CA	2017-11-11
Summer Ashby	Bakersfield, CA	2017-11-11
Terry McCormick	Bakersfield, CA	2017-11-11
Shawn Flores	Visalia, CA	2017-11-11
Adam Kahler	Bakersfield, CA	2017-11-11

Name	Location	Date
Sarah Castle	Bakersfield, CA	2017-11-11
Lia Mendez	Bakersfield, CA	2017-11-11
Andrea Cartwright	US	2017-11-11
Shelly Moore	Taft, CA	2017-11-11
Belinda Ponce	Wasco, CA	2017-11-11
Jovanna Ruiz	Shafter, CA	2017-11-11
delilah ramirez	Bakersfield, CA	2017-11-11
Kevin Watson	Bakersfield, CA	2017-11-11
Kennedy Poe	Kensington, UK	2017-11-11
Monica Lindsey	California	2017-11-11
Alexandra Hall	Bakersfield, CA	2017-11-11
melissa guerra banales	Bakersfield, CA	2017-11-11
Sandra Penner	Bakersfield, CA	2017-11-11
Janie Ehret	Bakersfield, CA	2017-11-11
Amber Behm	Bakersfield, CA	2017-11-11
Ginger Boyd	Bakersfield, CA	2017-11-11
Lisa Porter	Bakersfield, CA	2017-11-11
Teri Scarbrough	US	2017-11-11
Stacey Manohara	Bakersfield, CA	2017-11-11
Melissa Barajas	Bakersfield, CA	2017-11-12
Debbie Buchanan	Bakersfield, CA	2017-11-12
Jessica Birrueta	Buttonwillow, CA	2017-11-12

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Name	Location	Date
Carol Armstrong	Simi Valley, CA	2017-11-12
Patty Snyder	Bakersfield, CA	2017-11-13
Manuel Garcia	Bakersfield, CA	2017-11-15
Patty Godwin	Bakersfield, CA	2017-11-19
Carol Sayer	Bakersfield, CA	2017-11-19
Mac Camp	Downey, CA	2017-11-19
Joanne Hamilton	Bakersfield, CA	2017-11-19
MARY SHELL	Bakersfield, CA	2017-11-19
Alisa Irely	Bakersfield, CA	2017-11-19
Terry Maxwell	US	2017-11-19
Angela Keown	Bakersfield, CA	2017-11-19
Russell Keown	Bakersfield, CA	2017-11-19
Shannon Doty	Bakersfield, CA	2017-11-19
Deborah Leary	Bakersfield, CA	2017-11-19
Carolyn Dethlefsen	Bakersfield, CA	2017-11-19
Eddie Norria	Bakersfield, CA	2017-11-19
Dana Stine	Sacramento, CA	2017-11-19
Ricci Gretona	Bakersfield, CA	2017-11-19
Randal Thompson	Bakersfield, CA	2017-11-20
Dinah Curtis	Bakersfield, CA	2017-11-20
Tracy Bright	Taft, CA	2017-11-20
Renee Chavez	Bakersfield, CA	2017-11-20

Name	Location	Date
John Pryor	Bakersfield, CA	2017-11-20
Janet Walbaum	Bakersfield, CA	2017-11-20
Diane Morton	Dana Point, CA	2017-11-20
Gary Hoetker	Bakersfield, CA	2017-11-20
Malcolm Bettley	Bakersfield, CA	2017-11-20
Shelley Gill	Paso Robles, CA	2017-11-20
Rosalie Thompson	California	2017-11-20
Fred Jauch	Bakersfield, CA	2017-11-20
Krystal Spruill	Bakersfield, CA	2017-11-20
Erika Monet	Bakersfield, CA	2017-11-20
Pat Mahan	Bakersfield, CA	2017-11-20
Shawna Neiss	Bakersfield, CA	2017-11-20
Andrea Luna	Bakersfield, CA	2017-11-20
Catherine Oddo Anspach	US	2017-11-20
Ashlyn Algra	Santa Barbara, CA	2017-11-20
Jennifer Crafton	Bakersfield, CA	2017-11-20
Kathy Wilcox	Bakersfield, CA	2017-11-20
Kimberly Clayton	Bakersfield, CA	2017-11-20
Debbie Marroquin	Bakersfield, CA	2017-11-20
Floyd Haulman	Bakersfield, CA	2017-11-20
janet rossi	Bakersfield, CA	2017-11-20
Ashley Wetterholm	Bakersfield, CA	2017-11-20

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Name	Location	Date
chase walbaum	Bakersfield, CA	2017-11-20
Dave Halle	Bakersfield, CA	2017-11-20
Liz Sacchini-Haskell	Bakersfield, CA	2017-11-20
Linda Freeman	Bakersfield, CA	2017-11-20
Shelley Brown	Bakersfield, CA	2017-11-20
Ronald Degiuli	Clovis, CA	2017-11-20
Melanie Sanghera	Bakersfield, CA	2017-11-20
Tracey Wheat	Bakersfield, CA	2017-11-20
Julie Escalante	Bakersfield, CA	2017-11-20
Lynn Deats	Bakersfield, CA	2017-11-20
Margaret Denis	California	2017-11-20
Sarah Smart	Bakersfield, CA	2017-11-20
Robert Castaneda	North Hollywood, CA	2017-11-21
Terry Longanecker	Bakersfield, CA	2017-11-21
Jodi Gentry	Bakersfield, CA	2017-11-21
Harold Shell	San Ramon, CA	2017-11-21
Pamela Binns	Bakersfield, CA	2017-11-21
Cheryl Smith	Bakersfield, CA	2017-11-21
yates kaitlyn	Shafter, CA	2017-11-21
Mark Lomas	Bakersfield, CA	2017-11-22
Kimberley Eby	Bakersfield, CA	2017-11-22
Laura Hil	Bakersfield, CA	2017-11-22

Name	Location	Date
Denise Johnson	Bakersfield, CA	2017-11-22
Maegan Gouthier	Citrus Heights, CA	2017-11-22
Alyssa Carrillo	Elk Grove, CA	2017-11-23
Susan Teagarden	Bakersfield, CA	2017-11-23
phil strausser	Bakersfield, CA	2017-11-25
Dixie yoder	Bakersfield, CA	2017-11-25
Candace Freeman	Bakersfield, CA	2017-11-26
Denice Penilla	Bakersfield, CA	2017-11-27
Jennifer Massie	Bakersfield, CA	2017-11-27
Shawn Cervantes	Santa Cruz, CA	2017-11-27
Terran Murphy	Bakersfield, CA	2017-11-27
Doug Snarr	San Francisco, CA	2017-11-27
Tami Whitnack	Bakersfield, CA	2017-11-27
Cydney Hart	Panorama City, CA	2017-11-27
Virginia Penilla Monreal	Bakersfield, CA	2017-11-27
Carrie Melton	Bakersfield, CA	2017-11-28
Allison Robesky	Bakersfield, CA	2017-11-28
Carrie Fanucchi	Bakersfield, CA	2017-11-29
Deborah Miller	California	2017-11-29
ronald jones	Fresno, CA	2017-12-02
Nicholas de jesus	North Hollywood, CA	2017-12-03
Kathy Archuleta	Los Angeles, CA	2017-12-03

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Name	Location	Date
Robyn bay	Canada	2017-12-09
Leanne Morgan	Bakersfield, CA	2017-12-10
Armanso Soliz	Bakersfield, CA	2017-12-12
Scott Rice	Bakersfield, CA	2017-12-14
Chere Moore	Bakersfield, CA	2017-12-14
Christopher Glanert	US	2017-12-14
Brittany Darby	US	2017-12-14
Jenny Sullivan	US	2017-12-14
Jatziry Morales	US	2017-12-14
Julian Johnson	US	2017-12-14
Isabella Rhoney	US	2017-12-14
Kathleen Alvarenga	US	2017-12-14
Angel Rosado	US	2017-12-14
Meribon Odilova	US	2017-12-14
sheila knight	US	2017-12-14
Emma Christina	US	2017-12-14
Maryan Said	US	2017-12-14
Reese Bradley	US	2017-12-14
Lilly Barton	US	2017-12-14
Sky Pease	US	2017-12-14
Austin Clark	US	2017-12-14
emily connor	US	2017-12-14

Name	Location	Date
Sgggs Akdbbs	US	2017-12-14
Lucia Bralley	US	2017-12-14
Halle T	US	2017-12-14
Jennifer Howard	US	2017-12-14
Laritsa Borno	US	2017-12-14
Samantha Goldup	US	2017-12-14
Kimberly Calderon Ramirez	US	2017-12-14
Alyssa Mccroskey	US	2017-12-14
Shae DaTerra	US	2017-12-14
Eva Martinez	US	2017-12-14
Maggie Edelblute	US	2017-12-14
Madisen Davis	US	2017-12-14
Brenden Emmel	US	2017-12-14
Crystal Snow	US	2017-12-14
Nicole Zurick	US	2017-12-14
Logan Krantz	US	2017-12-14
Darmarie Lopez	US	2017-12-14
Kayla Tharp	US	2017-12-14
Audrey Crane	Livonia, NY	2017-12-14
Laisha Lugones	US	2017-12-14
Blaine Haney	US	2017-12-14
Jonathan Yates	Shafter, CA	2017-12-19

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Name	Location	Date
Jeff Chrisman	Bakersfield, CA	2017-12-19
Curran Hughes	Shafter, CA	2017-12-19
Garrett Busch	Bakersfield, CA	2017-12-19
Rickey Bird	Bakersfield, CA	2017-12-19
Jean Erassarret	Bakersfield, CA	2017-12-19
Matthew Hester	US	2017-12-19
Tiffany Ederer	Bakersfield, CA	2017-12-19
Victoria Barton	Bakersfield, CA	2017-12-19
Dana Carney	Washington	2017-12-19
Jed Hwang jed.hwang@wonderful.com	Bakersfield, CA	2017-12-19
Susan Mashburn	Blue Springs, MO	2017-12-19
Melissa Franks	Bakersfield, CA	2017-12-19
Michael Franks	Bakersfield, CA	2017-12-20
Agustin Bagnas	Bakersfield, CA	2017-12-20
Anthony Hilario	Pico Rivera, CA	2017-12-20
Maria L Leon	Mexico	2017-12-20
Christopher Le Baudour	Petaluma, CA	2017-12-20
Audrey Le Baudour	Santa Rosa, CA	2017-12-20
Lana Elfstrom	California	2017-12-20
Brooke Barron	US	2017-12-20
Barry Shuaib	Shafter, CA	2017-12-20

Name	Location	Date
virginia farber	Bakersfield, CA	2017-12-20
Tyler Fleenor	Bakersfield, CA	2017-12-21
Katie Jarek	Shafter, CA	2017-12-21
RICH KRIZO	Bakersfield, CA	2017-12-21
Ulisés Bautista	US	2017-12-21
Terry Heintz	Bakersfield, CA	2017-12-21
Erin McArdle	Bakersfield, CA	2017-12-21
Brian Nein	Castle Rock, WA	2017-12-22
Michael Braun	Bakersfield, CA	2017-12-23
brianna smith	Bakersfield, CA	2017-12-23
Aniyah Martinez	New Haven, CT	2017-12-23
ron baker	US	2017-12-23
Kevin Kelley	US	2017-12-23
Jacob Lopez	Bakersfield, CA	2017-12-23
David Whisler	Sacramento, CA	2017-12-23
Don Rivera	Bakersfield, CA	2017-12-23
Joshua Shackelford	Bakersfield, CA	2017-12-23
brian jokel	Bakersfield, CA	2017-12-24
Allison Sweaney	Bakersfield, CA	2017-12-24
Tim Stewart	Bakersfield, CA	2017-12-24
Margie Casado	Bakersfield, CA	2017-12-24
Walter Ray	Bakersfield, CA	2017-12-24

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Name	Location	Date
Michele Magyar	Bakersfield, CA	2017-12-24
Ted Elder	Bakersfield, CA	2017-12-24
Rendy Kabinoff	Bakersfield, CA	2017-12-25
Stella Webby	Bakersfield, CA	2017-12-25
Kristie Onaindia	California	2017-12-25
Linda Griess	Bakersfield, CA	2017-12-28
Lin Lin	Bakersfield, CA	2017-12-28
Shelly Simpson	Bakersfield, CA	2017-12-28
Jennifer Rhodes	Bakersfield, CA	2017-12-28
Martha Fowler	Bakersfield, CA	2017-12-28
Lutgarda Marasigan	Bakersfield, CA	2017-12-28
Janeil Martin	Bakersfield, CA	2017-12-28
Akashia Meitzenhemier	Bakersfield, CA	2017-12-28
Hugo Martinez	Bakersfield, CA	2017-12-28
Gabriella Grado	Bakersfield, CA	2017-12-28
Beatrice Boswell	Bakersfield, CA	2017-12-28
Tina Burke	Bakersfield, CA	2017-12-28
Marie Claire DeLuna	US	2017-12-28
Phillip Castle	US	2017-12-28
Sandi Crimmins	Roanoke, VA	2017-12-28
Jeidan Ellmers	US	2017-12-28
Skyler Hayes	US	2017-12-28

Name	Location	Date
Diego Tovar	US	2017-12-28
Rita Anderson	Pikeville, KY	2017-12-28
Tina King	Blacksburg, VA	2017-12-28
Ruth Rusch	US	2017-12-28
William Cooper	Bakersfield, CA	2017-12-29
Ric Bradley	US	2017-12-29
Marjorie King	US	2017-12-29
Ben Clark	US	2017-12-29
Megan Wyllie	US	2017-12-29
Martha Gertz	US	2017-12-29
Khalid Elmatbagi	US	2017-12-29
Sianipar Djodjor	US	2017-12-29
Sandy Ragan	US	2017-12-29
ROBERT VOUGHT	US	2017-12-29
Nancy Ronk	Daleville, VA	2017-12-29
Mary K Smith	US	2017-12-29
Robert Morris	US	2017-12-29
Kathryn Johnson	US	2017-12-29
Chris Scholl	Neptune, NJ	2017-12-29
Mike Lupe	US	2017-12-29
Samantha Bowman	US	2017-12-29
Chris Gwyn	Buckingham, VA	2017-12-29

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Name	Location	Date
Déja Duff	US	2017-12-29
Timmy bullion	Moneta, VA	2017-12-29
Patricia Diaz	US	2017-12-29
Larry Fredeen	Bakersfield, CA	2017-12-29
Norbert Sandoval Sandoval	Los Angeles, CA	2017-12-29
Claire Clerou	Bakersfield, CA	2017-12-29
Cessna Zaga	Bakersfield, CA	2017-12-29
Richard Snook	Australia	2017-12-29
Harry Garvin Jr	Rancho Cucamonga, CA	2017-12-29
joseph Santana	Bakersfield, CA	2017-12-29
Jody Orr	Bakersfield, CA	2017-12-30
Pamela Dougherty	Goleta, CA	2017-12-30
Gordon Poston	US	2017-12-30
Cianne McGinnis	Bakersfield, CA	2017-12-30
Nick Ashley	Bakersfield, CA	2017-12-31
James Gabel	Bakersfield, CA	2018-01-02
Darlene Vangel	Los Angeles, CA	2018-01-04
Alex Morano	san luis obispo, CA	2018-01-04
Alana Kelley	US	2018-01-04
Heather Cisneros	US	2018-01-04
Cristina Wilkerson	Bakersfield, CA	2018-01-04
Stephanie Tatge	US	2018-01-05

Name	Location	Date
Carrie Freeman	US	2018-01-05
Christina Radney	US	2018-01-05
Vicki Albitre	Bakersfield, CA	2018-01-05
Annemarie Butler	Bakersfield, US	2018-01-05
sarah charfauros	Baden, PA	2018-01-05
Stacey Melton	Fort Worth, TX	2018-01-05
Carisse Geronimo	US	2018-01-05
Florence Bailey	Ontario, CA	2018-01-06
Amanda Studebaker	Bakersfield, CA	2018-01-06
Jeff Jones	Bakersfield, CA	2018-01-13
Matt Jones	Los Angeles, CA	2018-01-13
Valerie Jones	Pittsburgh, PA	2018-01-13
Barbara Lawson	Taipei, Taiwan	2018-01-15
Tim Yates	Taipei, Taiwan	2018-01-15
Natalie Hoffer	Addison, IL	2018-01-15
Vincent Sullivan	Bakersfield, CA	2018-01-16

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Save Westchester and Old Town from the Adverse Impacts of High Speed Rail

Available Online: <https://www.change.org/p/jerry-brown-save-westchester-bakersfield-from-the-adverse-impacts-of-high-speed-rail>

Print Name	Print Address/City	Signature
MIKE R. EVANS	2724 ELM ST	Mike Evans
Alvin Aguilar	2600 Elm St	Alvin Aguilar
Garrett Miller	2524 Elm St	Garrett Miller
Barbara Keith	2506 Elm	Barbara Keith
KAREN Rodriguez	2418 Elm St	Karen Rodriguez
CHRIS TOVAR	2400 Elm St	Chris Tovar
ANTHONY TAVAN	2400 3142 Avenida	Anthony Tavan
Sharon Klemm	3118 Auburn	Sharon Klemm
Gordon Galindo	3101 Amber Ct.	Gordon Galindo
Suzanne Galindo	3101 Amber Ct.	Suzanne Galindo
Barbara Ann Jacob	3113 Amber Ct	Barbara Ann Jacob
Elizabeth Choat	2725 Elm Street	Elizabeth Choat
Alice Choat	2725 Elm Street	Alice Choat
JOE LEECH	2801 ELM ST	Joe Leech
Rebecca Lee	2801 Elm St	Rebecca Lee
LAWTON TERRY	2819 Elm St.	Lawton Terry
DAVID HEREDIA	2912 ELM ST	David Heredia
LARRY RICE	2900 ELM ST	Larry Rice
Wade TAVORN	2824 ELM ST	Wade Tavn
Dolores A Richmond	2812 Elm St	Dolores A Richmond

Save Westchester and Old Town from the Adverse Impacts of High Speed Rail

Available Online: <https://www.change.org/p/jerry-brown-save-westchester-bakersfield-from-the-adverse-impacts-of-high-speed-rail>

Print Name	Print Address/City	Signature
JANESSA VANCE	2224 A St. Bk.	Janessa Vance
Bob Cohen	2202 A St Bk	Bob Cohen
Margaret Carlson	204 Montalvo Dr 95309	Margaret A Carlson
William McFarr	8050A St. Rd, Bakersfield	William McFarr

Available Online: <https://www.change.org/p/jerry-brown-save-westchester-bakersfield-from-the-adverse-impacts-of-high-speed-rail>

[illegible]

Available Online: <https://www.change.org/p/jerry-brown-save-westchester-bakersfield-from-the-adverse-impacts-of-high-speed-rail>

[illegible]

Led

Submission I007 (Adam Cohen, January 16, 2018) - Continued



Brianna Bautista, Riviera/Westchester · 21 Dec

I will support my neighbors and if they don't want it in westchester I don't either. Plus truxtun Ave would be a much better place



Thank 4 Thanks



Kyle Amidon, Awww dawg · 20 Dec

Indeed, good point.

Truxtun would be excellent I believe, especially now we can use Mohawk to cut through to Truxtun.



Thanked! 3 Thanks

Submission I007 (Adam Cohen, January 16, 2018) - Continued



Leslie Walters, Riviera/Westchester · 9 Nov
Downtown/Truxtun please



Thanked! 4 Thanks

mike ladd, Riviera/Westchester · 20 Dec

Moonbeam is going to build the HSR even if it bankrupts California so better to put our local station on Truxtun where the best opportunities for development are already in place



Thanked! 6 Thanks

Submission I007 (Adam Cohen, January 16, 2018) - Continued



Stephen Montgomery, Oleander/Sunset · 4 Apr

A number of issues with the Truxtun (BNSF) alignment have been addressed and from an urban planning perspective Truxtun is the best site.



Thanked! 3 Thanks

Response to Submission I007 (Adam Cohen, January 16, 2018)

I007-1

Refer to Standard Response FB-LGA-Response-GENERAL-03: Response to Comments Received After the Close of the Public Comment Period.

The commenter requests that a list of additional signatures and comments in support of the Truxtun Avenue Station and in opposition to the F Street Station be included as part of the public review for the Draft Supplemental EIR/EIS. Each of the signatories included in this comment letter have been included in the table of contents for the response to comments of the Draft Supplemental EIR/EIS, and responses have been provided to each individual. The Authority will take this list of signatures and the opinions expressed into consideration during the preparation and approval of the Draft Supplemental EIR/EIS.

I007-2

The following names and individual comments were provided as an attachment for Comment I007-2 and are provided in a table of contents. It should be noted that many of the same names show up in the list of signatories associated with Comment I006-14; as such, this list only contains people that were not included in Comment I006-14. (Note that no new businesses were added to Comment I007-2 when compared to Comment I006-14.) The table provides the last name and first name of individuals, their comments (if they had any), a response to their comments (sometimes identifying General Response that is applicable), and the page number of the attached .pdf of Comment I007-2 where the individual's name can be found.

Residents

Last Name	First Name	Comment	Response	Page #
Amidon	Kyle	Indded, good point. Truxtun would be excellent I believe, especially now	FB-LGA-Response-GENERAL-10	25-369

I007-2

		we can use Mohawk to cut through to Truxtun.		
Bautista	Brianna	I will support my neighbors and if they don't want it in westchester I don't either. Plus truxtun Ave would be a much better place.	FB-LGA-Response-GENERAL-10	25-367
Hoffer	Natalie			25-364
Ladd	Mike	Moonbeam is going to build the HSR even if it bankrupts California so better to put our local station on Truxtun where the best opportunities for development are already in place	FB-LGA-Response-GENERAL-10	25-368
Lawson	Barbara			25-364

Response to Submission I007 (Adam Cohen, January 16, 2018) - Continued

I007-2

Montgomery	Stephen	A number of issues with the Truxtun (BNSF) alignment have been addressed and from an urban planning perspective Truxtun is the best site.	FB-LGA-Response-GENERAL-10	25-369
Sullivan	Vincent			25-364
Walters	Leslie	Downtown/Truxtun please	FB-LGA-Response-GENERAL-10	25-368
Yates	Tim	Center City access to, plus likely improvements to existing infrastructure, and the building of the maintenance facility that adds jobs, lower overall height on the rail line, what's not to like about the	FB-LGA-Response-GENERAL-10	25-352

I007-2

		downtown hub? Nix F street plan!		
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Submission I008 (Adam Cohen, January 18, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #445 DETAIL

Status : Action Pending
Record Date : 1/24/2018
Response Requested : No
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/18/2018
Submission Method : Email
First Name : Adam
Last Name : Cohen
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code :
Telephone :
Email : adam.p.cohen83@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues :
EIR/EIS Comment :
Official Comment Period : No
Attachments : 445_Cohen_email_011818_Original.pdf (144 kb)

Subject: FW: Follow-up Regarding F-B LGA Transportation and Land Use Inconsistencies

From: Adam Cohen [mailto:adam.p.cohen83@gmail.com]

Sent: Thursday, January 18, 2018 3:52 PM

To: Perez-Arrieta, Stephanie (FRA) <stephanie.perez@dot.gov>

Cc: Richard, Dan@HSR <Dan.Richard@hsr.ca.gov>

Subject: Follow-up Regarding F-B LGA Transportation and Land Use Inconsistencies

Hi Stephanie,

I wanted to point something out to FRA ... One of the reasons that the Downtown Bakersfield Station Area Vision Plan should be excluded from reference in the F-B LGA EIR is that the city didn't study both station locations. In pertinent part, that document states "The Project area encompasses approximately 2.3 square miles (1,472 acres) surrounding the proposed Bakersfield HSR Station site, which is located along Golden State Avenue near intersections with Chester Avenue and F Street. The Project area is bound by California Avenue to the south, Union Avenue to the east, 38th Street and the Kern River to the north, and F Street to the west (See Figure 3)."

This document goes on to state:

"The following alternatives are evaluated in this EIR and are discussed in greater detail in Chapter 7.0 Alternatives: ♣ Alternative 1: No Project. Buildout would occur under the exiting Metropolitan Bakersfield General Plan or any future General Plan. ♣ Alternative 2: Low Intensity/Density Design Alternative. This would consist of a reduction of overall commercial square footage/residential units and would focus future development around the HSR station. ♣ Alternative 3: Medium Intensity/Design Alternative. This would consist of a reduction of overall commercial square footage/residential units, but less than the Low Intensity/Density Alternative. In addition, it would incorporate a building height cap to limit the height of any future high rise development in the Project area. Of the development alternatives being considered, the Low Intensity/Density Design Alternative (Alternative 2) could be considered environmentally superior, as it would reduce impacts in many issue areas, due primarily to the reduction in future commercial housing unit construction as well as less of a strain on both transportation and utilities infrastructure."

I find it interesting that the F-B LGA draft EIR/EIS would agree with the findings of the city's proposed development around the station when they conclude that low density development around the station is the environmentally preferred alternative. This seems counter to the TOD and HSR Station Area design guidelines. The CHSRA guidelines are available at: http://www.hsr.ca.gov/docs/programs/station_communities/HST_Station_Area_Development_General_Principles_and_Guidelines.pdf

It calls for "Higher density development in relation to the existing pattern of development in the surrounding area, along with minimum requirements for density."

I hope FRA will review and resolve these inconsistencies between the CHSRA guidelines and the contents of the F-B LGA draft EIR/EIS.

1

Submission I008 (Adam Cohen, January 18, 2018) - Continued

Thank you,

Adam Cohen

Response to Submission I008 (Adam Cohen, January 18, 2018)

I008-1

Refer to Standard Response FB-LGA-Response-GENERAL-03: Response to Comments Received After the Close of the Public Comment Period.

Submission I009 (Joshua Cohen, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #381 DETAIL	
Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Joshua
Last Name :	Cohen
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	joshua.m.cohen@ucla.edu
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

University of California, Los Angeles | Class of 2017

EIR/EIS Comment : Yes

Official Comment Period : Yes

I009-1

I am writing to provide formal comments in strong support of the HSR's Hybrid Alignment that calls for a station at Truxtun Ave. in Bakersfield, CA. As a long-time commuter, member of the Bakersfield community, and a UCLA student (a student body that could desperately benefit from HSR), station placement is simply make it or break it when it comes the success of the HSR project. Having been raised in the community I call home of Bakersfield, I cannot emphasize enough how short-sighted, in my opinion, a decision to place a station at F St. in accordance with the so called "Locally Generated Alignment" would be. *That alignment may be locally generated, but it is not locally supported. F St., unlike Truxtun Ave., does not have existing infrastructure, resources, food, entertainment and other means of concurrent transportation. As a student commuter, it is unthinkable to board a train to which I would have to disembark in an area unprepared, unwelcoming and underdeveloped. I urge your committee to listen to the ridership when we say WE STAND IN STRONG SUPPORT OF THE TRUXTUN STATION - THE HYBRID ALIGNMENT.*

Very Respectfully,

--

J. COHEN

Response to Submission I009 (Joshua Cohen, January 16, 2018)

I009-1

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission I010 (Sharon Cohen, January 22, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #439 DETAIL

Status : Action Pending
Record Date : 1/23/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/22/2018
Submission Method : Project Email
First Name : Sharon
Last Name : Cohen
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : scohen0711@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I010-1

Hello,
 I was disappointed to learn the location and lack of amenities of the planned HSR station. Please take into consideration that the location/ability to transfer of the stations is one of the most important factors in making the decision to take transit. I say this as a rider and as someone who studied the HSR station locations with OPR.

Thank you,
 Sharon

EIR/EIS Comment : Yes
Official Comment Period : No

Response to Submission I010 (Sharon Cohen, January 22, 2018)

I010-1

Refer to Standard Response FB-LGA-Response-GENERAL-03: Response to Comments Received After the Close of the Public Comment Period, FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station.

Submission I001 (Lee Coldwell, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #421 DETAIL

Status : Action Pending
Record Date : 1/19/2018
Response Requested : No
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Program Info Line
First Name : Lee
Last Name : Coldwell
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code :
Telephone : 661-549-8726
Email :
Email Subscription :
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues :

I001-1 | My name is Lee Coldwell from Bakersfield, California my number is 661-549-8726. I'm requesting for the hub station to be on Truxtun Avenue. Again my name is Lee Coldwell about the hub station in Bakersfield to be on Truxtun Avenue, organization is a citizen of Bakersfield and a Veteran.
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I001 (Lee Coldwell, January 16, 2018)

I001-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I002 (Bob Coons, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #295 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Bob
Last Name : Coons
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : rcoons@bak.rr.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I002-1 | I want to go on record as opposing the F street station and believe the Truxton location is by far the best for the city of Bakersfield and Kern County

Sent from my iPad
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I002 (Bob Coons, January 16, 2018)

I002-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I003 (Bill Cooper, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #285 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Bill
Last Name : Cooper
Professional Title :
Business/Organization :
Address : 5826 Riggs Court
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93306
Telephone :
Email : wtcooper47@aol.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I003-1 | I support the original station location at the Amtrak Station area. This only makes sense. I see no conflict with the HSR running adjacent to the high school campus as trains have been using this corridor for a century. Also, there appear to be no structures within this right of way of any historical value.

Bill Cooper
 5826 Riggs Court
 Bakersfield, CA 93306
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I003 (Bill Cooper, January 16, 2018)

I003-1

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

The F-B LGA project technical studies and the F-B Hybrid Alignment (May 2014 Project) technical studies identified properties that meet National Register of Historic Places and California Register of Historical Resources eligibility criteria. Refer to the F-B LGA Historic Architectural Survey Reports, and the F-B Historic Property Survey Reports prepared in support of Section 3.17 of the May 2014 Fresno to Bakersfield Section Final EIR/EIS.

Submission I004 (Nancy Craig, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #318 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Nancy
Last Name : Craig
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : zacarycraig@icloud.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I004-1 | I am a resident of Bakersfield and I would prefer the HSR station be located at the Downtown Truxton Ave train station.

I believe this location is fiscally responsible and can better facilitate the needs of travelers due to the surrounding office buildings, hotels, and eateries.

The F Street location does not offer the same amenities and would require much more infrastructure to be levied.

Thank you for your time and consideration.

Sent from Bob Craig's iPhone

EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I004 (Nancy Craig, January 16, 2018)

I004-1

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission I005 (William Curtis, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #309 DETAIL	
Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Website
First Name :	William
Last Name :	Curtis
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93304
Telephone :	6613231107
Email :	snoopy1048@yahoo.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	
I005-1	DO NOT BUILD A HSR STATION IN Bakersfield! If you ever get the MONEY to build a station, then put it our on Hwy 5 & 58.
EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I005 (William Curtis, January 16, 2018)

I005-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I006 (Virginia Dallas-Dull, January 19, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #435 DETAIL

Status : Action Pending
Record Date : 1/22/2018
Response Requested : No
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/19/2018
Submission Method : Project Email
First Name : Virginia
Last Name : Dallas-Dull
Professional Title :
Business/Organization :
Address : 11814 Kettering Dr.
Apt./Suite No. :
City : Bakersfield
State :
Zip Code : 93312
Telephone : 661-301-8188
Email : vdallasdull@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I006-1 | As a person who has relied on public transportation for many years and in a variety of countries, I completely agree with Jonathan Yates. The F street design and location are a daunting and shameful offering to the traveling public. I have studied the station designs and locations. When I express my observations to local citizens they laugh, "It's way over budget. It'll never be built." Or, they've only attended the City Council's "one sided point of view" hearings. I implore our citizens to embrace the High Speed Rail Station as a project worthy of their time and attention. At 73 I find it easy to imagine myself using a walker or wheel chair. I want to get on and off at a station where it is easy to transfer to other forms of transportation and there are consumer-friendly support systems in place.

Virginia Dallas-Dull
 661-301-8188
 vdallasdull@gmail.com
 11814 Kettering Dr.
 Bakersfield, CA 93312
EIR/EIS Comment : Yes
Official Comment Period : No

Response to Submission I006 (Virginia Dallas-Dull, January 19, 2018)

I006-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I007 (Charles Davidson, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #391 DETAIL

Status : Action Pending
Record Date : 1/17/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Charles
Last Name : Davidson
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : cmdvdsn01@yahoo.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I007-1 |

I want the HSR Terminal located on Truxtun Ave.

Sent from my iPhone
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I007 (Charles Davidson, January 16, 2018)

I007-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I008 (Ruth Davis, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #397 DETAIL

Status : Action Pending
Record Date : 1/17/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Ruth
Last Name : Davis
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : rdavis6@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :
I008-1 | please consider Truxtun Ave as the best location for hsr -
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I008 (Ruth Davis, January 16, 2018)

I008-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I009 (Moises De Santiago, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #425 DETAIL	
Status :	Action Pending
Record Date :	1/19/2018
Response Requested :	No
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Program Info Line
First Name :	Moises
Last Name :	De Santiago
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	
Telephone :	661-340-5698
Email :	
Email Subscription :	
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	
I009-1	Uhm, my name is uh, Moises De Santiago and uh, I'm calling, my phone number is 661-340-5698 and I'm calling to uh, tell you that I want the depot to be at-on the Truxtun, on Truxtun, OK, bye-bye.
EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I009 (Moises De Santiago, January 16, 2018)

I009-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I010 (William Descary, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #287 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : William
Last Name : Descary
Professional Title :
Business/Organization :
Address : 604 Plover Court
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93309
Telephone :
Email : wdescary@aol.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

January 15, 2018

Comments: Fresno to Bakersfield Project Section Draft Supplemental
 Environmental Impact Report/Environmental Impact Statement
 November 2017

Background

The Fresno to Bakersfield Project Section Draft EIR/EIS issued in August 2011 focused on two alternative alignments designated as blue and red. They were in close proximity and both entered town with a 90 foot elevation over the Westside Parkway and followed the BNSF tracks along Truxtun Avenue with a 30 foot elevation. Both caused extensive destruction to residences, schools, churches, businesses, Mercy Hospital, the Homeless Center and municipal infrastructure including the City's Corporation Yard, police garage and communications center, RaboBank Arena parking and Mill Creek housing with a station near the existing Amtrak station. There were few mitigation options and both alignments were unacceptable.

In 2012, the Authority released the F-B Draft Revised EIR/EIS focused on a Hybrid Alternative that was slightly different from the prior two alignments, offered few mitigation options, and overall was not an improvement. Nevertheless, in May 2014, the High-Speed Rail Authority Board certified the Revised Draft EIR with the Hybrid Alternative as its preferred alignment. In order to protect the interest of all City stakeholders, in June 2014, the City filed a California Environmental Quality Act (CEQA) lawsuit against the Authority arguing that the certified EIR inadequately analyzed the impacts to the City's facilities.

I010-1

Locally Generated Alternative

The F-B Draft Supplemental EIR is a collaborative effort by local agencies, the High-Speed Rail Authority and stakeholders. The effort was the end result of an agreement that settled the City's CEQA lawsuit against the Authority when it certified the Bakersfield Hybrid Alternative in May 2014. The F-B Draft Supplemental EIR introduces the Locally Generated Alternative (LGA). In the document the Hybrid Alternative is referred to as the "May 2014 Project." In my study of the Supplemental EIR, I utilized a summary document and focused on Table S-2 titled, Impact Comparison between May 2014 Project and F-B LGA (pages S-26 through S-44).

Comparison of the LGA and the "May 2014 Project" clearly shows the LGA to be superior. Some noteworthy differences are that south of 7th Standard Road the LGA follows Union Pacific right-of-way with much less impact to residences (86 vs 384), schools (16 vs 22) and businesses (377 vs 392) resulting in about \$500,000 less property and sales tax lost. The LGA spares the Corporation Yard, Mercy Hospital and other facilities along Truxtun Avenue. The LGA costs less to build by over \$200 million and there would be four less permanent road closures. The LGA station would be located at F Street and SR 204, a relatively uncongested area of the City that could use the possible economic boost from a rail station.

In summary, I support the LGA and with few exceptions the community supports the LGA. Community support is best indicated by the Bakersfield City Council's adoption of a comprehensive resolution on December 13, 2017 supporting the LGA on a 7-0 vote.

William C. Descary
 604 Plover Court
 Bakersfield, CA 93309

EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I010 (William Descary, January 16, 2018)

I010-1

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission I011 (Christal Dolan, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #323 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Christal
Last Name : Dolan
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : irelandchristal@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :
I011-1 | TRUXTON AVE (centrally located)
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I011 (Christal Dolan, January 16, 2018)

I011-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I012 (Pamela Dougherty, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #280 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Pamela
Last Name : Dougherty
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : pdougherty@bak.rr.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

To Whom It May Concern:

I012-1

I am writing to provide formal comments in response to the Fresno to Bakersfield Locally Generated Alignment draft EIR/EIS. With respect to the draft EIR/EIS, my position can be summarized as follows: I support the May 2014 Project (known as the hybrid alignment) with a station at Truxtun Avenue and oppose the Locally Generated Alignment with a station at F Street. If the Locally Generated Alignment is ultimately selected, I would like the station location at a location other than F Street and Golden State Avenue (preferably in Old Town Kern in the vicinity of Sumner Street between Beale and Baker).

I012-2

1) First, I am concerned about the lack of an intermodal rail connection with the existing San Joaquin Amtrak. Recognized as a high-speed rail best practice, California is actively building and expanding intermodal rail stations in San Francisco, San Jose, Los Angeles, and Anaheim that will serve as critical transfer points and offer feeder rail services for the high-speed rail system. It is critical that the multimodal rail connection linking the Hybrid alignment and high-speed rail station with the Bakersfield Amtrak be preserved. We know from all international best practices that there is a synergistic network effect when combine rail systems into a common intermodal station and that the ridership and economic activity generated from these intermodal connections are greater than the sum of their individual parts. I also support the Hybrid alignment and the Truxtun Station because it is located within walking distance of the downtown area including multiple hotels, the convention center, Rabobank Arena, many government office buildings, a federal courthouse, the Maya Theater complex, Bakersfield's Ice Center, and McMurtrey Aquatic Center. The Mill Creek Linear Park, an active transportation facility linking to the Truxtun Station site further enhances its walk- and bike -ability. It is clear that the Truxtun Station site offers the best opportunity for transit oriented development and to serve as a catalyst for economic development for the Bakersfield metropolitan region.

I012-3

2) Second, I am concerned about the significant distance and lack of walkability between the F Street Station and downtown destinations. An F Street Station is very far from Bakersfield's downtown core. Unlike the Truxtun Station which prioritizes active and public transportation modes, the F Street Station site by location and design prioritizes auto mobility with a park-and-ride setup that is surrounded by parking, overpasses, interchanges, and taxi/Transportation Network Company loading zones.

In light of #1 and #2, the impacts of vehicular and motorized traffic connecting between an F Street Station and Amtrak, the Convention Center, and Rabobank Arena have not been (and must be) studied. The F Street Station placement not only results in a distant, less convenient, auto-oriented station location, it is also not walkable to large regional downtown convention and sporting facilities. Traffic between F Street and Rabobank Arena, the Convention Center, and Amtrak will add traffic congestion downtown and air emissions in the San Joaquin Valley.

I012-4

3) Third, I am concerned about the adverse impacts the locally generated alignment will have on Old Town Kern with an elevated viaduct over Sumner Street. Old Town Kern represents a critical historic yet struggling low-income community that will forever be changed if an elevated viaduct bisects this vestige of Kern County history. The Hybrid alignment was far less destructive passing to the South of this neighborhood rather than through it. With that being said, if LGA is selected as the final alignment, I would strongly urge the CHSRA and FRA to place the Bakersfield Station in Old Town Kern and not at F Street. Placing the station between Baker and Beale streets in Old Town would mitigate the adverse impacts of the elevated viaduct bisecting this neighborhood and allow for an intermodal rail connection where the BNSF railroad tracks converge with the LGA alignment. This would allow for a second Amtrak connect at an Old Town Kern high-speed rail station allowing a cross platform transfer. This would be similar to the Amtrak's Capitol Corridor which has two stations, one at Jack London Square and a second station at the Oakland Colosseum/Airport.

Thank you for considering these comments.

Pamela Dougherty

EIR/EIS Comment : Yes

Official Comment Period : Yes

Response to Submission I012 (Pamela Dougherty, January 16, 2018)

I012-1

The commenter suggests a station in Old Town Kern “between Baker and Beale streets” rather than F Street.

In response to this request, a feasibility study (Authority 2018) was conducted to determine whether a station between Baker and Beale streets in Old Town Kern would be practicable.

The following is a list of CHSR Technical Memorandum (TM) used to evaluate station sites.

- TM 2.1.3 Turnouts and Station Tracks
- TM 2.2.4 Station Platform Geometric Design

As defined in the TMs, the length of the station platform is 1,400 feet long and a minimum of 117 feet wide. The station tracks that service the platforms connect to the mainline tracks at a minimum of 2,450 feet from the center of the platform. In addition, there are high-speed crossovers each side of the station track turnouts. These turnouts and crossovers must be located on tangent (straight) track, and cannot be within 1,300 feet of a horizontal curve.

Engineering

The Old Town Kern station as described by the commenter would be infeasible in terms of engineering for the following reasons:

- Mainline alignments would need to be moved south to allow edge of the HSR platform to be 15 feet from UPRR right-of-way line. A distance of 15 feet is required as maintenance easement along aerial structures. Additionally, moving the alignment would impact all properties south of Sumner Street, as well as all properties south of the F-B LGA alignment between Chester Avenue and Miller Street.
- Further, the distance along the alignment between Baker Street and Beale Avenue is only 975 feet, which is 425 fewer feet than required by the CHSR TM as noted above.

I012-1

There is a horizontal spiral between Baker Street and Beale Avenue, which means that the station track turnouts would need to be placed north around the curve. This would add approximately 8,350 feet of additional viaduct. Station tracks to the east would begin approximately at Miller Street.

- Finally, the area between Baker Street and Beale Avenue and 19th Street and Kentucky Street minus the Union Pacific Railroad property is approximately 24 acres. The F Street Station site is 44 acres. Vehicular access to the site would be difficult and would require significant modification to City of Bakersfield arterial and collector roadways.

Environmental

The Old Town Kern station as described by the commenter would be infeasible in terms of environmental resources for the following reasons:

- The proposed station location along Sumner Street between Baker Street and Beale Avenue would displace several commercial businesses, including Pyrenees French Bakery, Luigi's, and Arizona Café. This site would also displace The Mission at Kern County (homeless shelter), Bakersfield Fire Station No. 2, and the U.S. Post Office building at 727 Kentucky Street.
- The Baker-Beale site as proposed has a high sensitivity for historical archaeological deposits, and contains two known historic properties (former SPRR, now UPRR, Rail Depot and the Fire Station). Placement of a station footprint here would cause a direct adverse effect to both properties.
- Further, a station located at the Baker-Beale site would likely have a much longer footprint extending in both directions along the centerline. Therefore, it is very likely that other known historic properties would be adversely affected (specifically, Noriega's

Response to Submission I012 (Pamela Dougherty, January 16, 2018) - Continued

I012-1

Traditional Cultural Property [TCP] and the Amestoy Hotel, and possibly the Kern Land Co Warehouse). The F-B LGA project made a considerable effort to avoid, minimize, and mitigate potential adverse effects of the HSR viaduct to the Noriega's TCP – an HSR station at this location would likely have more extensive adverse effects on this property and others in the area.

Finally, a station at this location would require additional inventory and evaluation of built environment resources to the north and south, and possibly to the east and west as well, in areas that are outside the current APE. These areas are likely to reveal additional historic properties based on the age of this neighborhood and the presence of known historic properties.

I012-2

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

I012-3

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

The HSR is a mode of transportation, not an attraction. The attractions mentioned by the commenter have their purpose that bring patrons (e.g., arena events, etc.). The HSR is simply the mode (like passenger car, bus, bike or walk) to convey the passenger to the destination. Trips to and from the referenced existing facilities already exist. Currently, some of these trips may be long-distance trips where people are traveling to these destinations from far away cities. The HSR is a regional facility similar to airports and is not intended for local travel. As such, the passengers using HSR will be replacing inter-city long distance vehicle trips that would have otherwise have occurred without the

I012-3

project.

I012-4

The F-B LGA project technical studies identified five historic properties that meet National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) eligibility criteria within the project Area of Potential Effect (APE) in the area of East Bakersfield also known as Sumner, Kern City, or Old Town Kern (refer to FB LGA HASR). The F-B LGA project would not remove any NRHP/CRHR-eligible property in Old Town Kern and none of these historic properties would experience physical impacts, or direct adverse effects, under the F-B LGA project. The F-B LGA project would pose an indirect adverse visual effect to the historic property known as the Kern County Land Company Warehouse (MR#075, APN 014-350-09). Refer to Section 3.17.6.2 of the Draft Supplemental EIR/EIS for mitigation measures that address this indirect effect. Although the F-B LGA elevated structure would also be visible, or partly visible, from the other four historic properties identified in the APE in the Old Town Kern area, this visual change would not diminish the historically significant aspects or features of these properties. The analysis of effects for all historic properties is presented in the F-B LGA Supplemental Finding of Effects. Also refer to Section 3.12 of the Draft Supplemental EIR/EIS for Socioeconomics and Communities impacts analysis, and Section 3.16 for Aesthetics and Visual impacts analysis for information regarding other analysis of the elevated structure.

The commenter suggests a station in Old Town Kern “between Baker and Beale streets” rather than F Street.

In response to this request, a feasibility study (Authority 2018) was conducted to determine whether a station between Baker and Beale streets in Old Town Kern would be practicable.

The following is a list of CHSR Technical Memorandum (TM) used to evaluate station sites.

- TM 2.1.3 Turnouts and Station Tracks

Response to Submission I012 (Pamela Dougherty, January 16, 2018) - Continued

I012-4

- TM 2.2.4 Station Platform Geometric Design

As defined in the TMs, the length of the station platform is 1,400 feet long and a minimum of 117 feet wide. The station tracks that service the platforms connect to the mainline tracks at a minimum of 2,450 feet from the center of the platform. In addition, there are high-speed crossovers each side of the station track turnouts. These turnouts and crossovers must be located on tangent (straight) track, and cannot be within 1,300 feet of a horizontal curve.

Engineering

The Old Town Kern station as described by the commenter would be infeasible in terms of engineering for the following reasons:

- Mainline alignments would need to be moved south to allow edge of the HSR platform to be 15 feet from UPRR right-of-way line. A distance of 15 feet is required as maintenance easement along aerial structures. Additionally, moving the alignment would impact all properties south of Sumner Street, as well as all properties south of the F-B LGA alignment between Chester Avenue and Miller Street.
- Further, the distance along the alignment between Baker Street and Beale Avenue is only 975 feet, which is 425 fewer feet than required by the CHSR TM as noted above. There is a horizontal spiral between Baker Street and Beale Avenue, which means that the station track turnouts would need to be placed north around the curve. This would add approximately 8,350 feet of additional viaduct. Station tracks to the east would begin approximately at Miller Street.
- Finally, the area between Baker Street and Beale Avenue and 19th Street and Kentucky Street minus the Union Pacific Railroad property is approximately 24 acres. The F Street Station site is 44 acres. Vehicular access to the site would be difficult and would require significant modification to City of Bakersfield arterial and collector roadways.

I012-4

Environmental

The Old Town Kern station as described by the commenter would be infeasible in terms of environmental resources for the following reasons:

- The proposed station location along Sumner Street between Baker Street and Beale Avenue would displace several commercial businesses, including Pyrenees French Bakery, Luigi's, and Arizona Café. This site would also displace The Mission at Kern County (homeless shelter), Bakersfield Fire Station No. 2, and the U.S. Post Office building at 727 Kentucky Street.
- The Baker-Beale site as proposed has a high sensitivity for historical archaeological deposits, and contains two known historic properties (former SPRR, now UPRR, Rail Depot and the Fire Station). Placement of a station footprint here would cause a direct adverse effect to both properties.
- Further, a station located at the Baker-Beale site would likely have a much longer footprint extending in both directions along the centerline. Therefore, it is very likely that other known historic properties would be adversely affected (specifically, Noriega's Traditional Cultural Property [TCP] and the Amestoy Hotel, and possibly the Kern Land Co Warehouse). The F-B LGA project made a considerable effort to avoid, minimize, and mitigate potential adverse effects of the HSR viaduct to the Noriega's TCP – an HSR station at this location would likely have more extensive adverse effects on this property and others in the area.
- Finally, a station at this location would require additional inventory and evaluation of built environment resources to the north and south, and possibly to the east and west as well, in areas that are outside the current APE. These areas are likely to reveal additional historic properties based on the age of this neighborhood and the presence of known historic properties.

Response to Submission I012 (Pamela Dougherty, January 16, 2018) - Continued

I012-4

Submission I013 (Glenn Dunbach, Vista West High School, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #325 DETAIL

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Glenn
Last Name :	Dunbach
Professional Title :	
Business/Organization :	Vista West High School
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	Glenn_Dunbach@kernhigh.org
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I013-1

Locate the Bakersfield station at the Truxton Avenue site.

Glenn S. Dunbach
Vista West High School
Science Education
Ext.: 66341
[cid:image001.png@01CF11D4.322DE040]

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I013 (Glenn Dunbach, Vista West High School, January 16, 2018)

I013-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I014 (Karen Eichner, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #386 DETAIL	
Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Karen
Last Name :	Eichner
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	
Telephone :	
Email :	jeffersonian13@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I014-1 | I am 60 years old. Born and raised in Bakersfield. Truxtun Avenue is the only place that makes sense for the train station.
Thank you. Karen Eichner.

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I014 (Karen Eichner, January 16, 2018)

I014-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I015 (Lance Elliot, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #385 DETAIL

Status : Action Pending
Record Date : 1/17/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Lance
Last Name : Elliot
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : lf Elliot83@yahoo.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I015-1

Please, consider the Truxtun location for the Bakersfield depot. Thank you

Lance Elliot

Sent from Yahoo Mail on Android
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I015 (Lance Elliot, January 16, 2018)

I015-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I016 (Kathleen Ellis Faulkner, December 20, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #201 DETAIL	
Status :	Action Pending
Record Date :	12/20/2017
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	12/20/2017
Submission Method :	Project Email
First Name :	Kathleen
Last Name :	Ellis Faulkner
Professional Title :	
Business/Organization :	
Address :	2109 B Street
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	
Telephone :	
Email :	kat@FaulknerLaw.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	
I016-1	The station in Bakersfield should be at F St. It doesn't make any sense to go through downtown where some many business would be jeopardized i.e. Mercy Hospital Kathleen Ellis Faulkner, 2109 B St. Bakersfield, CA
EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I016 (Kathleen Ellis Faulkner, December 20, 2017)

I016-1

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission I017 (Laura Epps, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #299 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Laura
Last Name : Epps
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : lqepps@yahoo.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

Dear Chairman Richard and Ms. Perez,

I am writing to provide formal comments in response to the Fresno to Bakersfield Locally Generated Alignment draft EIR/EIS. As a longtime Westchester Rivera resident, the Locally Generated Alignment, if built, will have a huge impact on the place I call home.

With respect to the draft EIR/EIS, my position can be summarized as follows: I support the May 2014 Project (known as the hybrid alignment) with a station at Truxtun Avenue and oppose the Locally Generated Alignment. If the Locally Generated Alignment is ultimately selected, I would like the station location at a location other than F Street and Golden State Avenue (preferably in Old Town Kern in the vicinity of Sumner Street between Beale and Baker).

The Hybrid alignment/Truxtun Station simply makes more sense. The Hybrid alignment has a multi-modal connection with Amtrak and is located within walking distance of the downtown area including multiple hotels, the convention center, Rabobank Arena, many government office buildings, a federal courthouse, the Maya Theater complex, Bakersfield's Ice Center, and McMurtrey Aquatic Center. I am also concerned about the significant distance and lack of walkability between the F Street Station and downtown destinations. Westchester is a residential neighborhood and our local business district on F Street doesn't need any more traffic. The F Street Station is an incompatible use given the close proximity of the predominantly single family Westchester Rivera neighborhood.

I am also concerned about the adverse impacts the locally generated alignment will have on Old Town Kern with elevated tracks over Sumner Street. Old Town Kern represents an important historic community whose character must be preserved and protected. The Hybrid alignment was far less destructive passing to the South of this neighborhood rather than through it.

I017-2

If LGA is selected, I would like the Federal Railroad Administration to consider a station in Old Town Kern. We don't want a station at F Street and Golden State Avenue and a station in Old Town Kern would be better for our community. Of course, my preference is first and foremost for the Truxtun Station next to Amtrak. Thank you for considering these comments.

Sent from Yahoo Mail for iPad

EIR/EIS Comment : Yes

Official Comment Period : Yes

Response to Submission I017 (Laura Epps, January 16, 2018)

I017-1

Refer to Standard Response FB-LGA-Response-GENERAL-04: Impacts to the Westchester Neighborhood Southwest of the F Street Station, FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

I017-2

The F-B LGA project technical studies identified five historic properties that meet National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) eligibility criteria within the project Area of Potential Effect (APE) in the area of East Bakersfield also known as Sumner, Kern City, or Old Town Kern (refer to FB LGA HASR). The F-B LGA project would not remove any NRHP/CRHR-eligible property in Old Town Kern and none of these historic properties would experience physical impacts, or direct adverse effects, under the F-B LGA project. The F-B LGA project would pose an indirect adverse visual effect to the historic property known as the Kern County Land Company Warehouse (MR#075, APN 014-350-09). Refer to Section 3.17.6.2 of the Supplemental EIR/EIS for mitigation measures that address this indirect effect. Although the F-B LGA elevated structure would also be visible, or partly visible, from the other four historic properties identified in the APE in the Old Town Kern area, this visual change would not diminish the historically significant aspects or features of these properties. The analysis of effects for all historic properties is presented in the F-B LGA Supplemental Finding of Effects. Also refer to Section 3.12 of the Supplemental EIR/EIS for Socioeconomics and Communities impacts analysis, and Section 3.16 for Aesthetics and Visual impacts analysis for information regarding other analysis of the elevated structure.

The commenter suggests a station in Old Town Kern rather than F Street.

In response to this request, a feasibility study (Authority 2018) was conducted to determine whether a station between Baker and Beale streets in Old Town Kern would be practicable.

The following is a list of CHSR Technical Memorandum (TM) used to evaluate station sites.

I017-2

- TM 2.1.3 Turnouts and Station Tracks
- TM 2.2.4 Station Platform Geometric Design

As defined in the TMs, the length of the station platform is 1,400 feet long and a minimum of 117 feet wide. The station tracks that service the platforms connect to the mainline tracks at a minimum of 2,450 feet from the center of the platform. In addition, there are high-speed crossovers each side of the station track turnouts. These turnouts and crossovers must be located on tangent (straight) track, and cannot be within 1,300 feet of a horizontal curve.

Engineering

The Old Town Kern station as described by the commenter would be infeasible in terms of engineering for the following reasons:

Mainline alignments would need to be moved south to allow edge of the HSR platform to be 15 feet from UPRR right-of-way line. A distance of 15 feet is required as maintenance easement along aerial structures. Additionally, moving the alignment would impact all properties south of Sumner Street, as well as all properties south of the F-B LGA alignment between Chester Avenue and Miller Street.

Further, the distance along the alignment between Baker Street and Beale Avenue is only 975 feet, which is 425 fewer feet than required by the CHSR TM as noted above. There is a horizontal spiral between Baker Street and Beale Avenue, which means that the station track turnouts would need to be placed north around the curve. This would add approximately 8,350 feet of additional viaduct. Station tracks to the east would begin approximately at Miller Street.

Finally, the area between Baker Street and Beale Avenue and 19th Street and Kentucky Street minus the Union Pacific Railroad property is approximately 24 acres. The F Street Station site is 44 acres. Vehicular access to the site would be difficult and would require significant modification to City of Bakersfield arterial and collector roadways.

Environmental

Response to Submission I017 (Laura Epps, January 16, 2018) - Continued

I017-2

The Old Town Kern station as described by the commenter would be infeasible in terms of environmental resources for the following reasons:

The proposed station location along Sumner Street between Baker Street and Beale Avenue would displace several commercial businesses, including Pyrenees French Bakery, Luigi's, and Arizona Café. This site would also displace The Mission at Kern County (homeless shelter), Bakersfield Fire Station No. 2, and the U.S. Post Office building at 727 Kentucky Street.

The Baker-Beale site as proposed has a high sensitivity for historical archaeological deposits, and contains two known historic properties (former SPRR, now UPRR, Rail Depot and the Fire Station). Placement of a station footprint here would cause a direct adverse effect to both properties.

Further, a station located at the Baker-Beale site would likely have a much longer footprint extending in both directions along the centerline. Therefore, it is very likely that other known historic properties would be adversely affected (specifically, Noriega's Traditional Cultural Property [TCP] and the Amestoy Hotel, and possibly the Kern Land Co Warehouse). The F-B LGA project made a considerable effort to avoid, minimize, and mitigate potential adverse effects of the HSR viaduct to the Noriega's TCP – an HSR station at this location would likely have more extensive adverse effects on this property and others in the area.

Finally, a station at this location would require additional inventory and evaluation of built environment resources to the north and south, and possibly to the east and west as well, in areas that are outside the current APE. These areas are likely to reveal additional historic properties based on the age of this neighborhood and the presence of known historic properties.

Submission I018 (Sarah Ersua, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #427 DETAIL

Status : Action Pending
Record Date : 1/19/2018
Response Requested : No
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Program Info Line
First Name : Sarah
Last Name : Ersua
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code :
Telephone : 661-917-5331
Email :
Email Subscription :
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues :

I018-1 | My name is Sarah my- Ersua- my la- my phone number is 661-917-5331 and I have no affiliation uh, with a group, I'm just a citizen and I would like the speed-rail station from Fresno to Bakersfield, the Bakersfield station to be on Truxtun Avenue. Truxtun Avenue is where the, the stop should be, downtown by everything else, all the other bus stations, uhm, not out in the middle of nowhere, uhm, thank you.
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I018 (Sarah Ersua, January 16, 2018)

I018-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I019 (Terry Foley, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #304 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Terry
Last Name : Foley
Professional Title :
Business/Organization :
Address : 2721 Drake Street
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93301
Telephone :
Email : foley.terry@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I am a 36-year resident of Bakersfield and have spent the last 34 years living in one home located in an area known as North Westchester or Upper Westchester. I am a firm believer in improved public transportation systems, including high speed rail.

I019-1 I am quite concerned about the actual location of the HSR station, however. I think it makes much more sense to locate the HSR station in the area of Truxtun Avenue than it does in the F Street/Golden State area. Truxtun is better suited to the goals of integrated transportation systems and is likely to lead to a healthier and more rapid revitalization of the downtown core of my city. I anticipate that a quicker turnaround between investment and financial return is also more likely with this site.

I019-2 The F Street location, on the other hand, will likely interfere with the vibrant residential use of the Westchester neighborhoods (a substantial component of the overall use of the downtown area and a significant percentage of the homes in this area), and it will do so in ways that will not and cannot be adequately mitigated, despite what this City's planners insist. Furthermore, the expanded arterial traffic routes proposed for the location the HSR station at the end of F Street, when combined with the expansion of 24th Street currently underway, may well lead to a strangulation of the neighborhoods over a short period of time. The neighborhood is historic and lovely. If this residential treasure is to be

I019-2

preserved, there is no room for errors in judgment and planning. Please support the only HSR station location that promises multi-faceted success, the Truxtun Avenue site.

Thank you for your consideration,

Therese Foley
 2721 Drake Street
 Bakersfield, CA 93301

EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I019 (Terry Foley, January 16, 2018)

I019-1

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

I019-2

The FRA and the Authority recognize the value of historic and cultural resources to both rural and urban communities. All historic-period built environment resources were identified and evaluated in accordance with Section 106 of the National Historic Preservation Act (NHPA), as well as NEPA, CEQA, and the Section 106 Programmatic Agreement (PA), which constitutes an agreement between the State Historic Preservation Officer (SHPO), the Authority, the FRA, and Native American tribes, on how the compliance with Section 106 will be implemented. The procedures for the identification and treatment of historic properties are described in Section VI (Identification of Historic Properties), Section VII (Assessment of Adverse Effects), and Section VIII (Treatment of Historic Properties) of the PA. The PA is included as Appendix 3.17-A of the Fresno to Bakersfield Section Final EIR/EIS. Detailed information regarding the identified resources is documented in the cultural resources technical reports prepared in support of the Supplemental EIR/EIS, including the Historic Architectural Survey Report (HASR) and the HASR Addendum 1.

There are no NRHP or CRHR-eligible historic properties within the northern part of the Westchester neighborhood. The buildings on these parcels, which are bordered by Golden State Frontage and Elm Street were less than 50 years old at the time of survey in 2015, requiring no further study. The F-B LGA project does not have the potential to affect any of the characteristics that could qualify the rest of the Westchester neighborhood for eligibility to the NRHP or CRHR, and therefore, the remainder of the tract is outside the F-B LGA Built Environment Area of Potential Effect. Also refer to Chapter 3.17-A, the Section 106 Programmatic Agreement, Attachment B, "Area of Potential Effects Delineation"; Section 3.13 for Land Use impacts analysis, and Section 3.16 for Visual and Aesthetics impacts analysis.

Submission I020 (Jewell Forrest, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #302 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Jewell
Last Name : Forrest
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code :
Telephone :
Email : iimpalakid@yahoo.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :
 Bakersfield, CA HSR location-
 Please put the station at the Truxtun Ave. location, near the Amtrak station. Hotels, eateries, entertainment are easy access.
 The F Street location is not suitable to anything reasonable for those that live nearby. Please do not use the F Street location.
 Jewell ForrestBakersfield, CA homeowner
EIR/EIS Comment : Yes
Official Comment Period : Yes

I020-1

Response to Submission I020 (Jewell Forrest, January 16, 2018)

I020-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I021 (Frederick Frias, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #354 DETAIL	
Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Website
First Name :	Frederick
Last Name :	Frias
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93305
Telephone :	
Email :	rickoteck9@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	
I021-1	My input is that I prefer the Truxtun Avenue location for the Bakersfield station of the High Speed Rail system.
EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I021 (Frederick Frias, January 16, 2018)

I021-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I022 (Marcell Fulop, November 29, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #160 DETAIL	
Status :	Action Pending
Record Date :	11/29/2017
Response Requested :	Yes
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	11/29/2017
Submission Method :	Website
First Name :	Marcell
Last Name :	Fulop
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Danville
State :	CA
Zip Code :	94506
Telephone :	
Email :	marcellfulop2000@gmail.com
Email Subscription :	Construction Package 4 Updates
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	

I022-1 | After reviewing the EIR/EIS document on viaducts, I noticed two long viaducts, one about 4 miles and other 7 miles. Why is there so much track dedicated to viaducts? Wouldn't it be better to go at grade for most of that length?

EIR/EIS Comment :
Official Comment Period : Yes

Response to Submission I022 (Marcell Fulop, November 29, 2017)

I022-1

The long viaducts are required to reduce impacts to the existing infrastructure such as 7th Standard Road, SR 99, SR 204, SR 178, and the canals. Because of the rigid design criteria due to the higher speeds, the HSR profile cannot transition up and down quickly, and since these features are spaced closely together, the CHSR remains elevated.

Submission I023 (Tina and James Gerber, none, December 19, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #199 DETAIL

Status : Action Pending
Record Date : 12/19/2017
Response Requested :
Affiliation Type : Local Agency
Interest As : Local Agency
Submission Date : 12/19/2017
Submission Method : Website
First Name : Tina and James
Last Name : Gerber
Professional Title : Homeowners
Business/Organization : none
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93308
Telephone : 6613995878
Email : jtgerber@att.net
Email Subscription :
Cell Phone :
Add to Mailing List : No
Stakeholder Comments/Issues :

I023-1 | We have been following closely the development so far of high speed rail in California. After a vacation in Italy,
 I023-2 | we can see the value, especially with high traffic areas and mountainous areas. Our only comment is: WHEN
 I023-3 | WILL THIS GET STARTED? There are definitely pros and cons to each site suggested for a station in
 Bakersfield. We support the F Street station because it is an opportunity for the City to renew an area of
 Bakersfield that is dire need of renewal. Unless HSR is planning to buy Amtrak, we propose to leave the
 Truxton station to them.
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I023 (Tina and James Gerber, none, December 19, 2017)

I023-1

Refer to Standard Response FB-LGA-Response-General-07: General Support of HSR.

I023-2

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

I023-3

Comment noted. While the proposed Truxtun Avenue Station would be located in the vicinity of the existing Bakersfield Amtrak Station in Bakersfield, the two facilities would not share the same site or be operated by the same operator if the May 2014 Project is approved. The Authority does not have plans to purchase Amtrak or the Amtrak station on Truxtun Avenue.

Submission I024 (Paul Gipe, January 15, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #277 DETAIL

Status : Action Pending
Record Date : 1/15/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/15/2018
Submission Method : Website
First Name : Paul
Last Name : Gipe
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93305
Telephone : 6613259590
Email : pgipe@igc.org
Email Subscription :
Cell Phone :
Add to Mailing List : No
Stakeholder Comments/Issues :

I024-1 | Our family strongly supports California's development of HSR. We need more trains--of all kinds--more often.

 We also need simple and quick transfers to make the rail system function as it does in European countries.

I024-2 | We strongly urge that HSR Authority choose the Truxtun Ave route and station in Bakersfield. As frequent rail users here and in Europe this is the only station location and route that makes sense from a rail user perspective.

 Do not use the "F" Street location and route. That will make transfers difficult and time consuming. This is a poorly conceived location and station design.

 Again, based on our experience as frequent users of rail, the downtown Bakersfield location near the existing station is the only station location that makes sense.

Paul Gipe and Nancy Nies
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I024 (Paul Gipe, January 15, 2018)

I024-1

Refer to Standard Response FB-LGA-Response-General-07: General Support of HSR.

I024-2

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission I025 (Gary Glassmoyer, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #400 DETAIL

Status : Action Pending
Record Date : 1/17/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Gary
Last Name : Glassmoyer
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : glassmoyer@sbcglobal.net
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :
Truxtun station please
EIR/EIS Comment : Yes
Official Comment Period : Yes

I025-1 |

Response to Submission I025 (Gary Glassmoyer, January 16, 2018)

I025-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I026 (Patricia Godwin, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #294 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Patricia
Last Name : Godwin
Professional Title :
Business/Organization :
Address : 2629 Beech Street
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93301
Telephone :
Email : pagodwin@sbcglobal.net
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

Official Comment Period : Yes

Sent from my iPhone

Begin forwarded message:

> From: Patricia Godwin <pagodwin@sbcglobal.net>
 > Date: January 13, 2018 at 7:07:28 PM PST
 > To: stephanie.perez@dot.gov
 > Subject: HSR Downtown BFL
 >

I026-1 | > Strongly support DowntownBFL HSR station. Walking distance to Amtrak, Rabobank Arena, convention center, hotel, Maya Cinema, Courthouse and more.
 >
 > The F Street proposal is in a blighted area and is not walkable to any desirable venues and will add traffic and disrupt established routes. I am strongly opposed to this idea.
 > Sincerely,
 > Patricia Godwin
 > 2629 Beech Street
 > BFL, CA 93301
 >
 > Sent from my iPhone
EIR/EIS Comment : Yes

Response to Submission I026 (Patricia Godwin, January 16, 2018)

I026-1

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I027 (Patricia Godwin, December 20, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #204 DETAIL	
Status :	Action Pending
Record Date :	12/20/2017
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	12/20/2017
Submission Method :	Project Email
First Name :	Patricia
Last Name :	Godwin
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	pagodwin@sbcglobal.net
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

- I027-1 | Strongly support DOWNTOWN Bakersfield as location for HSR STATION.
- I027-2 | Totally against the proposed F Street location in Westchester neighborhood. This is a dead space, disconnected to any desirable venues, extremely disruptive to neighborhood traffic, and dangerous and inconvenient for passengers. In addition, this location lies in the direct path of possible catastrophic flooding from the Lake Isabella Dam.

Sent from my iPhone
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I027 (Patricia Godwin, December 20, 2017)

I027-1

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

I027-2

In the event of a structural failure at Isabella Dam resulting from a catastrophic seismic event, the amount of time that would pass prior to inundation of the proposed alignment would be on the order of several hours, allowing for evacuation of people from the potentially affected area. Refer to Section 3.9 Geology, Soils, Seismicity, and Paleontological Resources for additional discussion.

Submission I028 (Patricia Godwin, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #293 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Patricia
Last Name : Godwin
Professional Title :
Business/Organization :
Address : 2629 Beech Street
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93301
Telephone :
Email : pagodwin@sbcglobal.net
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

>
 > Sent from my iPhone
EIR/EIS Comment : Yes
Official Comment Period : Yes

Sent from my iPhone

Sent from my iPhone

Begin forwarded message:

> From: Patricia Godwin <pagodwin@sbcglobal.net>
 > Date: January 13, 2018 at 7:07:28 PM PST
 > To: stephanie.perez@dot.gov
 > Subject: HSR Downtown BFL

I028-1 | > Strongly support DowntownBFL HSR station. Walking distance to Amtrak, Rabobank Arena, convention center, hotel, Maya Cinema, Courthouse and more.

I028-2 | > The F Street proposal is in a blighted area and is not walkable to any desirable venues and will add traffic and disrupt established routes. I am strongly opposed to this idea.
 > Sincerely,
 > Patricia Godwin
 > 2629 Beech Street
 > BFL, CA 93301

Response to Submission I028 (Patricia Godwin, January 16, 2018)

I028-1

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

I028-2

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission I029 (John Gonzales, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #405 DETAIL

Status : Action Pending
Record Date : 1/17/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : John
Last Name : Gonzales
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : johng4766@att.net
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :
 I029-1 | Truxtun Ave would be the best location
 John Gonzales
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I029 (John Gonzales, January 16, 2018)

I029-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I030 (Joseph Goossen, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #319 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Joseph
Last Name : Goossen
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : jgoose@icloud.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I030-1 | Sent from my iPad
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I030 (Joseph Goossen, January 16, 2018)

I030-1

"Sent from my iPad" is not a comment.

Submission I031 (Travis Graves, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #337 DETAIL	
Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Website
First Name :	Travis
Last Name :	Graves
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93312
Telephone :	
Email :	Graves2015@yahoo.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	
I031-1	As a resident of Bakersfield, I think the downtown station should be moved to Truxton.
EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I031 (Travis Graves, January 16, 2018)

I031-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I032 (Martin Graves, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #396 DETAIL

Status : Action Pending
Record Date : 1/17/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Martin
Last Name : Graves
Professional Title :
Business/Organization :
Address : 10806 Pointe Royal Dr.
Apt./Suite No. :
City : Bakersfield
State :
Zip Code : 93311
Telephone :
Email : mgr@mrc-ca.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I032-1

Please make the Bakersfield Ca downtown station at the Truxtun location and the maintenance location in Shafter. Best Economic Sense!!! As found by the studies...

Martin Graves
 10806 Pointe Royal Dr.
 Bakersfield Ca. 93311
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I032 (Martin Graves, January 16, 2018)

I032-1

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

It is unclear what studies the commenter is referring to in this comment. No changes have been made to the Final Supplemental EIR in response to this comment.

Submission I033 (Laura Graves, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #408 DETAIL

Status : Action Pending
Record Date : 1/17/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Laura
Last Name : Graves
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code :
Telephone :
Email : lr_graves@yahoo.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I033-1 | As a resident of bakersfield, I think the F street station should be moved to Truxtun Ave.
Thank you.

Sent from the Yahoo Mail app. Get yours!
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I033 (Laura Graves, January 16, 2018)

I033-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I034 (Eric Greenwood, January 19, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #417 DETAIL

Status : Action Pending
Record Date : 1/19/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/19/2018
Submission Method : Project Email
First Name : Eric
Last Name : Greenwood
Professional Title : PE,PG,CHG
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code :
Telephone :
Email : ejg.painter@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

HSR Planners,

I034-1 | I completely agree with the views expressed by Jonathan Yates in the Bakersfield Californian today. I have often used Amtrak and other trains around the world. It is a key issue to have train station locations that link with other transportation services and amenities.

PLEASE take every available measure to change the station location!!!

Sincerely,
 Eric Greenwood, PE,PG,CHG
 Bakersfield, CA

Sent from my iPad
EIR/EIS Comment : Yes
Official Comment Period : No

Response to Submission I034 (Eric Greenwood, January 19, 2018)

I034-1

Refer to Standard Response FB-LGA-Response-GENERAL-03: Response to Comments Received After the Close of the Public Comment Period, FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station.

Submission I035 (Unknown Greg, January 17, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #411 DETAIL	
Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/17/2018
Submission Method :	Project Email
First Name :	Unknown
Last Name :	Greg
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	gmssmg@aol.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I035-1

Please vote to put the Bakersfield station at the Truxton location. It makes far more sense being more in the downtown area.

Thank you

EIR/EIS Comment : Yes

Official Comment Period : Yes

Response to Submission I035 (Unknown Greg, January 17, 2018)

I035-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I036 (Greg H, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #407 DETAIL	
Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Greg
Last Name :	H
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	
Telephone :	
Email :	ghatesw@aim.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	
I036-1	I am a citizen of Bakersfield and I want the high speed rail station to be at Truxtun NOT at Golden State and F streets.
EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I036 (Greg H, January 16, 2018)

I036-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I037 (Barry Hanson, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #344 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Barry
Last Name : Hanson
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : barry@jpoil.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I037-1 | I want the station on the Truxton avenue location.

Many Thanks

Barry Hanson
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I037 (Barry Hanson, January 16, 2018)

I037-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I038 (Mike Hawkesworth, January 4, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #237 DETAIL

Status : Action Pending
Record Date : 1/4/2018
Response Requested : No
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/4/2018
Submission Method : Project Email
First Name : Mike
Last Name : Hawkesworth
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : bakersfield@fastundercar.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I038-1 | Please show the resolve it takes to not succumb to the "good ole boy"
politics of this town and put the CHSR station downtown on the Hybrid route!
PLEASE SHOW UNCOMMON SENSE as common sense is NO LONGER COMMON!

Thank you!

Michael Hawkesworth

EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I038 (Mike Hawkesworth, January 4, 2018)

I038-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I039 (Mike Hawkesworth, January 11, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #273 DETAIL

Status : Action Pending
Record Date : 1/11/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/11/2018
Submission Method : Project Email
First Name : Mike
Last Name : Hawkesworth
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : bakersfield@fastundercar.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I039-1 | PLEASE DON'T SUCCOMB TO THE WISHES OF OUR CITY WHO HAVE OBVIOUS ALTERNATE
AGENDAS TO MAKING THIS THE BEST THAT IT CAN BE. PLEASE!

EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I039 (Mike Hawkesworth, January 11, 2018)

I039-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I040 (Shelly Hawkesworth, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #326 DETAIL	
Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Shelly
Last Name :	Hawkesworth
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	sabrinahawkesworth@att.net
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	
To Whom It May Concern,	

Thank you,

Shelly Hawkesworth

EIR/EIS Comment : Yes
 Official Comment Period : Yes

I040-1

I am writing to provide formal comments in response to the Fresno to Bakersfield Locally Generated Alignment draft EIR/EIS. With respect to the draft EIR/EIS, my position is in support of the May 2014 Project (known as the hybrid alignment) with a station at Truxtun Avenue and I oppose the Locally Generated Alignment. If the Locally Generated Alignment is ultimately selected, I would like the station location at a location other than F Street and Golden State Avenue (preferably in Old Town Kern in the vicinity of Sumner Street between Beale and Baker).

High-speed rail should be an intermodal connection next to Amtrak and within walking distance of the downtown core. The Truxtun Station is located within walking distance of the downtown area including multiple hotels, the convention center, Rabobank Arena, many government office buildings, a federal courthouse, the Maya Theater complex, Bakersfield's Ice Center, and McMurtrey Aquatic Center. The Mill Creek Linear Park, an active transportation facility linking to the Truxtun Station site further enhances its walk- and bike -ability.

Response to Submission I040 (Shelly Hawkesworth, January 16, 2018)

I040-1

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station.

The commenter suggests a station in Old Town Kern “between Baker and Beale streets” rather than F Street.

In response to this request, a feasibility study (Authority 2018) was conducted to determine whether a station between Baker and Beale streets in Old Town Kern would be practicable.

The following is a list of CHSR Technical Memorandum (TM) used to evaluate station sites.

- TM 2.1.3 Turnouts and Station Tracks
- TM 2.2.4 Station Platform Geometric Design

As defined in the TMs, the length of the station platform is 1,400 feet long and a minimum of 117 feet wide. The station tracks that service the platforms connect to the mainline tracks at a minimum of 2,450 feet from the center of the platform. In addition, there are high-speed crossovers each side of the station track turnouts. These turnouts and crossovers must be located on tangent (straight) track, and cannot be within 1,300 feet of a horizontal curve.

Engineering

The Old Town Kern station as described by the commenter would be infeasible in terms of engineering for the following reasons:

- Mainline alignments would need to be moved south to allow edge of the HSR platform to be 15 feet from UPRR right-of-way line. A distance of 15 feet is required as maintenance easement along aerial structures. Additionally, moving the alignment would impact all properties south of Sumner Street, as well as all properties south of the F-B LGA alignment between Chester Avenue and Miller Street.

I040-1

- Further, the distance along the alignment between Baker Street and Beale Avenue is only 975 feet, which is 425 fewer feet than required by the CHSR TM as noted above. There is a horizontal spiral between Baker Street and Beale Avenue, which means that the station track turnouts would need to be placed north around the curve. This would add approximately 8,350 feet of additional viaduct. Station tracks to the east would begin approximately at Miller Street.

- Finally, the area between Baker Street and Beale Avenue and 19th Street and Kentucky Street minus the Union Pacific Railroad property is approximately 24 acres. The F Street Station site is 44 acres. Vehicular access to the site would be difficult and would require significant modification to City of Bakersfield arterial and collector roadways.

Environmental

The Old Town Kern station as described by the commenter would be infeasible in terms of environmental resources for the following reasons:

- The proposed station location along Sumner Street between Baker Street and Beale Avenue would displace several commercial businesses, including Pyrenees French Bakery, Luigi's, and Arizona Café. This site would also displace The Mission at Kern County (homeless shelter), Bakersfield Fire Station No. 2, and the U.S. Post Office building at 727 Kentucky Street.
- The Baker-Beale site as proposed has a high sensitivity for historical archaeological deposits, and contains two known historic properties (former SPRR, now UPRR, Rail Depot and the Fire Station). Placement of a station footprint here would cause a direct adverse effect to both properties.

Response to Submission I040 (Shelly Hawkesworth, January 16, 2018) - Continued

I040-1

- Further, a station located at the Baker-Beale site would likely have a much longer footprint extending in both directions along the centerline. Therefore, it is very likely that other known historic properties would be adversely affected (specifically, Noriega's Traditional Cultural Property [TCP] and the Amestoy Hotel, and possibly the Kern Land Co Warehouse). The F-B LGA project made a considerable effort to avoid, minimize, and mitigate potential adverse effects of the HSR viaduct to the Noriega's TCP – an HSR station at this location would likely have more extensive adverse effects on this property and others in the area.
- Finally, a station at this location would require additional inventory and evaluation of built environment resources to the north and south, and possibly to the east and west as well, in areas that are outside the current APE. These areas are likely to reveal additional historic properties based on the age of this neighborhood and the presence of known historic properties.

The commenter expresses concerns about the distance between the downtown core and the F Street station, pedestrian access/walkability, and revitalization of the downtown area.

Though not located immediately in the downtown core, the F-B LGA's proposed F Street Station has proximity to the downtown area, and the surrounding area has the potential for development. SR 204/99B is a main artery through Bakersfield that connects to SR 99 and SR 178. F Street provides direct access to the downtown core to the south; Chester Avenue also provides access to the downtown as well as to industrial, residential, and park uses to the north. East of the proposed station site, 34th Street provides east-west access to the station site.

The station site study area includes the Kern River, flood plain features, agriculture, open space, storage and warehouse, light industrial, commercial, and residential uses (Exhibit GENERAL-5.1).

A HSR Station in downtown Bakersfield would encourage higher-intensity development in the surrounding areas. This would also be consistent with the City's plans and policies

I040-1

encouraging downtown revitalization. According to the Final Draft 30-Year Phased Development Strategy (City of Bakersfield 2016b), the City intends to substantially increase retail, residential, office, and hotel development in the areas surrounding the proposed HSR station through policies and strategies promoting infill development, business attraction, and the adoption of zoning ordinance amendments. Approximately 6 percent of the F Street Station study area is underutilized or vacant, and surrounding development is characterized as aging, single-story industrial warehouses with large parking areas. Therefore, compared to the Truxtun Avenue Station, the F Street Station presents more opportunities for infill development, revitalization of existing large buildings, new job creation, and transit-oriented housing. As with the May 2014 Project, transit-oriented development associated with the F Street Station would be consistent with the Kern Council of Governments and City of Bakersfield's plans and policies encouraging downtown revitalization (City of Bakersfield 2005).

Submission I041 (Carol Helm, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #387 DETAIL

Status : Action Pending
Record Date : 1/17/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Carol
Last Name : Helm
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : cahelm@sbcglobal.net
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I041-1

I would like to express my opinion and preference that "if" there is to be a "high speed" rail station for Bakersfield, that it be located at the Truxtun (downtown) location. It makes no sense to bring in people from out of our area and then not give them easy access to our new downtown area (which Bakersfield is working so hard to improve). The F street location is inconvenient, unattractive, and a very poor representation of our city. Why it is even being considered is not only confusing but seemingly in opposition to the position of the business people of downtown who have dedicated their time and money to improve our city to make it more attractive and a destination to bring in more business and revenue.
 With Kindest Regards,
 Carol Helm

Sent from Mail for Windows 10

EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I041 (Carol Helm, January 16, 2018)

I041-1

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission I042 (Lupe Hernandez, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #356 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Website
First Name : Lupe
Last Name : Hernandez
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93301
Telephone :
Email : lupe-h@att.net
Email Subscription :
Cell Phone :
Add to Mailing List : No
Stakeholder Comments/Issues :
EIR/EIS Comment : Yes
Official Comment Period : Yes

I042-1 |

Would Like to see the Main hub at the Truxtun location area.

Response to Submission I042 (Lupe Hernandez, January 16, 2018)

I042-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I043 (Andy Hilliard, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #291 DETAIL

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Andy
Last Name :	Hilliard
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	tped2020@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I043-1	"I am writing to provide formal comments in response to the Fresno to Bakersfield Locally Generated Alignment draft EIR/EIS. With respect to the draft EIR/EIS, my position can be summarized as follows: I support the May 2014 Project (known as the hybrid alignment) with a station at Truxtun Avenue and oppose the Locally Generated Alignment. If the Locally Generated Alignment is ultimately selected, I would like the station location at a location other than F Street and Golden State Avenue (preferably in Old Town Kern in the vicinity of Summer Street between Beale and Baker)."
I043-2	Andy Hilliard

Sent from Samsung Mobile	
EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I043 (Andy Hilliard, January 16, 2018)

I043-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

I043-2

The commenter suggests a station in Old Town Kern “between Baker and Beale streets” rather than F Street.

In response to this request, a feasibility study (Authority 2018) was conducted to determine whether a station between Baker and Beale streets in Old Town Kern would be practicable.

The following is a list of CHSR Technical Memorandum (TM) used to evaluate station sites.

- TM 2.1.3 Turnouts and Station Tracks
- TM 2.2.4 Station Platform Geometric Design

As defined in the TMs, the length of the station platform is 1,400 feet long and a minimum of 117 feet wide. The station tracks that service the platforms connect to the mainline tracks at a minimum of 2,450 feet from the center of the platform. In addition, there are high-speed crossovers each side of the station track turnouts. These turnouts and crossovers must be located on tangent (straight) track, and cannot be within 1,300 feet of a horizontal curve.

Engineering

The Old Town Kern station as described by the commenter would be infeasible in terms of engineering for the following reasons:

- Mainline alignments would need to be moved south to allow edge of the HSR platform to be 15 feet from UPRR right-of-way line. A distance of 15 feet is required as maintenance easement along aerial structures. Additionally, moving the alignment would impact all properties south of Sumner Street, as well as all properties south of the F-B LGA alignment between Chester Avenue and Miller Street.

I043-2

- Further, the distance along the alignment between Baker Street and Beale Avenue is only 975 feet, which is 425 fewer feet than required by the CHSR TM as noted above. There is a horizontal spiral between Baker Street and Beale Avenue, which means that the station track turnouts would need to be placed north around the curve. This would add approximately 8,350 feet of additional viaduct. Station tracks to the east would begin approximately at Miller Street.

- Finally, the area between Baker Street and Beale Avenue and 19th Street and Kentucky Street minus the Union Pacific Railroad property is approximately 24 acres. The F Street Station site is 44 acres. Vehicular access to the site would be difficult and would require significant modification to City of Bakersfield arterial and collector roadways.

Environmental

The Old Town Kern station as described by the commenter would be infeasible in terms of environmental resources for the following reasons:

- The proposed station location along Sumner Street between Baker Street and Beale Avenue would displace several commercial businesses, including Pyrenees French Bakery, Luigi's, and Arizona Café. This site would also displace The Mission at Kern County (homeless shelter), Bakersfield Fire Station No. 2, and the U.S. Post Office building at 727 Kentucky Street.
- The Baker-Beale site as proposed has a high sensitivity for historical archaeological deposits, and contains two known historic properties (former SPRR, now UPRR, Rail Depot and the Fire Station). Placement of a station footprint here would cause a direct adverse effect to both properties.

Response to Submission I043 (Andy Hilliard, January 16, 2018) - Continued

I043-2

- Further, a station located at the Baker-Beale site would likely have a much longer footprint extending in both directions along the centerline. Therefore, it is very likely that other known historic properties would be adversely affected (specifically, Noriega's Traditional Cultural Property [TCP] and the Amestoy Hotel, and possibly the Kern Land Co Warehouse). The F-B LGA project made a considerable effort to avoid, minimize, and mitigate potential adverse effects of the HSR viaduct to the Noriega's TCP – an HSR station at this location would likely have more extensive adverse effects on this property and others in the area.
- Finally, a station at this location would require additional inventory and evaluation of built environment resources to the north and south, and possibly to the east and west as well, in areas that are outside the current APE. These areas are likely to reveal additional historic properties based on the age of this neighborhood and the presence of known historic properties.

Submission I044 (John Houser, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #412 DETAIL

Status : Action Pending
Record Date : 1/17/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : John
Last Name : Houser
Professional Title :
Business/Organization :
Address : 528 E Street
Apt./Suite No. :
City : Wasco
State : CA
Zip Code : 93280
Telephone : 661-758-0628
Email : killjoy66@bak.rr.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I044-1 | The High Speed Rail Station needs to be on Truxtun Avenue!

Thank you,
John Houser
528 E Street
Wasco, CA 93280
661-758-0628

Sent from my Verizon Wireless 4G LTE DROID
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I044 (John Houser, January 16, 2018)

I044-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I045 (Charles Howell, December 29, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #233 DETAIL

Status : Action Pending
Record Date : 1/2/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 12/29/2017
Submission Method : Project Email
First Name : Charles
Last Name : Howell
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : chowell.48@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I045-1 | I believe the downtown station location would be a much better solution for Bakersfield than the F Street location. The downtown location would provide many benefits to riders and ease of use as well as aiding growth and evolution of the downtown area.

Regards,

Charles Howell
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I045 (Charles Howell, December 29, 2017)

I045-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I046 (Kent Jackson, December 20, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #206 DETAIL	
Status :	Action Pending
Record Date :	12/20/2017
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	12/20/2017
Submission Method :	Project Email
First Name :	Kent
Last Name :	Jackson
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	kent9901@att.net
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	
I046-1	Please save one of the last old bakersfield neighborhoods. Westchester is one of a kind. Keep the rail downtown. Thank you
EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I046 (Kent Jackson, December 20, 2017)

I046-1

Refer to Standard Response FB-LGA-Response-GENERAL-04: Impacts to the Westchester Neighborhood Southwest of the F Street Station.

Submission I047 (Kent Jackson, January 15, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #418 DETAIL

Status : Action Pending
Record Date : 1/19/2018
Response Requested : No
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/15/2018
Submission Method : Program Info Line
First Name : Kent
Last Name : Jackson
Professional Title :
Business/Organization :
Address : 2714 Beech Street
Apt./Suite No. :
City :
State : CA
Zip Code :
Telephone :
Email :
Email Subscription :
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues :

I047-1

Hello, my name is Kent Jackson, uhm, I live at 2714 Beech Street downtown, uhm, anyways, I was just uh, really hoping you didn't this things not going to go up on the F Street, uh, this neighborhood is just going to go really downhill we've already got a big, uh, problem with the uh, homeless, and I just feel like that's going to be the last, you know, last we can take in town, er in this area area anyway. I feel like downtown at least you already have rail there and you can build up downtown much better instead of having uh, having it a mile away. So, anyways I hope, I hope uh, this message gets listened to, uhm, I'm jus-I'm just I'm not affiliated with nobody just uh, concerned citizen, OK thank you for your time, bye.
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I047 (Kent Jackson, January 15, 2018)

I047-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I048 (John Jamison, December 20, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #211 DETAIL

Status : Action Pending
Record Date : 12/20/2017
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 12/20/2017
Submission Method : Project Email
First Name : John
Last Name : Jamison
Professional Title :
Business/Organization :
Address : 3125 Audubon Drive
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93301
Telephone :
Email : jjamison757@icloud.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I048-1 | I would like to express my vehement opposition to the F Street alignment as it will be very disruptive to our established neighborhood.
 The downtown alignment is obviously the preferable route as it provides travelers with hotel/ motel options, dining options and access to the various city/ county services.

Respectfully,
 John Jamison
 3125 Audubon Drive
 Bakersfield CA 93301

Sent from my iPhone
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I048 (John Jamison, December 20, 2017)

I048-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I049 (Sandie Johnson, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #279 DETAIL	
Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Website
First Name :	Sandie
Last Name :	Johnson
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93301
Telephone :	6613408673
Email :	we3bjammin@sbcglobal.net
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	

I049-1 | Very strongly OPPOSE the high speed rail station to be located in F Street. We already have a terrible transient problem with encampments within 1/4 mile. The cost for this location is too high and more economical and better location are available.

EIR/EIS Comment : Yes

Official Comment Period : Yes

Response to Submission I049 (Sandie Johnson, January 16, 2018)

I049-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Refer to Table 6-1 of the Draft Supplemental EIR/EIS for a summary of the capital costs associated with the May 2014 Project and the F-B LGA. As shown in the table, the capital costs associated with the May 2014 Project are estimated at \$2,893.7 million, while the F-B LGA capital costs are estimated at \$2,687.5 million, a difference of more than \$200 million.

Submission I050 (S Johnson, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #440 DETAIL	
Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Website
First Name :	S
Last Name :	Johnson
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	93305
Telephone :	
Email :	Sujo4815@aol.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	
I050-1	I am a citizen of Bakersfield and I believe the high speed rail station should be on Truxtun Ave in Bakersfield. Thank you
EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I050 (S Johnson, January 16, 2018)

I050-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I051 (Mary Jones, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #292 DETAIL	
Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Mary
Last Name :	Jones
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	maryjones232808@yahoo.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I051-1 | In regards to the F St HSR station in Bakersfield, I am writing to say that I am opposed to the station being at F St. for many reasons, mostly because of the fact that it will bring more congestion, noise and transient traffic into my neighborhood. We already are experiencing this without the station. When I moved in my home on Bay St. it was a quiet historic neighborhood I do not want it to become further congested by adding this station.

EIR/EIS Comment : Yes
 Official Comment Period : Yes

Response to Submission I051 (Mary Jones, January 16, 2018)

I051-1

Refer to Standard Response FB-LGA-Response-GENERAL-04: Impacts to the Westchester Neighborhood Southwest of the F Street Station, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission I052 (Partho Kalyani, November 11, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #151 DETAIL	
Status :	Action Pending
Record Date :	11/11/2017
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	11/11/2017
Submission Method :	Website
First Name :	Partho
Last Name :	Kalyani
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	90025
Telephone :	
Email :	Parthokalyani@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	
I052-1	Please use the existing Amtrak station downtown.
EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I052 (Partho Kalyani, November 11, 2017)

I052-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I053 (Rick Kappler, December 21, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #227 DETAIL

Status : Action Pending
Record Date : 1/2/2018
Response Requested : No
Affiliation Type : Individual
Interest As : Individual
Submission Date : 12/21/2017
Submission Method : Project Email
First Name : Rick
Last Name : Kappler
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : rickk@sunsetforest.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I053-1 | California's high-speed passenger rail needs housing exactly by the train stations instead of subsidized car parking garages.
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I053 (Rick Kappler, December 21, 2017)

I053-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

The City of Bakersfield's Making Downtown Bakersfield Vision Plan (May 2018; Vision Plan) includes an urban design strategy for downtown Bakersfield that promotes economic development and sustainability, encourages the physical development of the HSR station area, and enhances the community's sustainability by encouraging infill development and multi-modal connectivity, in particular transit-, pedestrian-, and bicycle-oriented connectivity. The second phase of implementation detailed in the Vision Plan lays out a framework for redeveloping the area around the F Street HSR station. Garces Circle would be transformed from an automobile-oriented roundabout into a high-density, mixed-use retail, residential and office district. This new district will be supported by rehabilitating adjacent mixed-use and single-family neighborhoods.

Submission I054 (Rick Kappler, December 21, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #228 DETAIL

Status : Action Pending
Record Date : 1/2/2018
Response Requested : No
Affiliation Type : Individual
Interest As : Individual
Submission Date : 12/21/2017
Submission Method : Project Email
First Name : Rick
Last Name : Kappler
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : rickk@sunsetforest.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I054-1 | HSR in California also needs an adjacent bike path. Highways 1 and 101 in California are not pleasant for people riding a bike unlike Oregon. Freeways are horrible planning.

From: HSR fresno_bakersfield@HSR [mailto:fresno_bakersfield@hsr.ca.gov]
 Sent: Thursday, December 21, 2017 12:40 PM
 To: Rick Kappler
 Subject: Automatic reply: Remove car parking for HSR

[Automatic Reply]

Thank you for taking the time to contact the California High-Speed Rail Authority. Your views and comments are important to our team. We receive a large amount of letters, phone calls and emails, and because this email is not monitored 24 hours a day and generally not on the weekends, we may not be able to respond to you right away. However, our team works very hard to ensure that all comments/questions are read and responded to, when appropriate.

If you have any questions about working at the Authority, please visit our High-Speed Rail Careers page here:
<http://hsr.ca.gov/About/Careers/index.html>.

Thank you again for your interest in the California High-Speed Rail Program.

California High-Speed Rail Authority <<http://hsr.ca.gov/>>

EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I054 (Rick Kappler, December 21, 2017)

I054-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

The commenter recommends that bicycle paths be developed adjacent to the HSR alignment. The Authority has no plans at this time to develop an adjacent bicycle path.

Submission I055 (Karen, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #320 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name :
Last Name : Karen
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : k.renee@att.net
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I055-1

I believe the better location for the Bakersfield HSR station is the Truxton Avenue location.

EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I055 (Karen, January 16, 2018)

I055-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I056 (John and Susan Karnes, January 14, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #437 DETAIL

Status : Action Pending
Record Date : 1/22/2018
Response Requested : No
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/14/2018
Submission Method : Letter
First Name : John and Susan
Last Name : Karnes
Professional Title :
Business/Organization :
Address : 2521 Beech Street
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93301
Telephone :
Email :
Email Subscription :
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues :
EIR/EIS Comment : Yes
Official Comment Period :
Attachments : 437_Karnes_letter_011418_Original.pdf (432 kb)

January 14, 2018

Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS Comment
770 L Street
Sacramento, Ca. 95814

Re: HSR Station Location

There are currently two options being studied for the HSR station: 1) downtown Truxtun; 2) Locally Generated Alternative (LGA). I offer a brief analysis of these two alternate station locations.

- I056-1 **Access to HSR station.** The downtown station is more accessible to downtown Rabobank Convention Center, governmental agencies, hotels and entertainment activities than the LGA station, which is an isolated island bound by railroad tracks and Golden State Hwy. The downtown station is more accessible to the City. The LGA requires extensive infrastructure improvements of roads and highways. The downtown station has access from Hwy 99 via Truxtun Avenue and California Avenue as well as access from Golden State Hwy.
- I056-2 **Economic potential.** It is entirely possible that people will not utilize the HSR to visit Bakersfield due to the inconvenient location of the LGA station. If the HSR station is going to impact the economy of Bakersfield, it should be located in downtown. Everything downtown would be within walking distance of the station. According to the HSR Screening Report "The proposed (downtown) site maximizes the ridership and revenue potential, connectivity and accessibility, and is compatible with existing and planned development while minimizing impacts to natural and cultural resources." The Kern Council of Governments reviewed the different sites and stated "The Truxtun site offers the best opportunities for the station to serve as a catalyst of the new downtown economic development."
- I056-3 **Heavy Maintenance Facility (HMF)**
Only the downtown station route offers the opportunity for the HMF via BNSF. The LGA route does not have this option available. Shafter is a strong contender for the HMF with property donated. The Shafter HMF has been studied as part of approved Environmental Impact Reports for the Fresno-Bakersfield Hybrid alignment. The HMF is forecast to generate a quarter of billion in annual GDP growth. With Bakersfield economy still struggling from the downturn in oil production, the City should be trying to diversify its economic base. Many organizations such as the Kern Taxpayers Association, Kern Transportation Foundation, Kern Economic Development Corporation, and Kern County Black Chamber of Commerce are working in unison to bring the HMF to Bakersfield.
- I056-4 It is not clear why the City Council and "local stakeholders" opposed the downtown station. In closing the HSR station should be located downtown.

Respectfully,



John Karnes, Architect
2521 Beech Street
Bakersfield, CA 93301



Susan Karnes

CC: HSR, Sacramento, Ca.

Response to Submission I056 (John and Susan Karnes, January 14, 2018)

I056-1

Though not located immediately in the downtown core, the F-B LGA's proposed F Street Station has proximity to the downtown area, and the surrounding area has the potential for development. SR 204/99B is a main artery through Bakersfield that connects to SR 99 and SR 178. F Street provides direct access to the downtown core to the south; Chester Avenue also provides access to the downtown as well as to industrial, residential, and park uses to the north. East of the proposed station site, 34th Street provides east-west access to the station site.

Both station locations would require reconfiguration of roads and intersections. The F Street station is closer to SR 204, which would require reconfiguring on- and off-ramps. Both stations will be easily accessed from road systems in the vicinity. The F Street Station, as shown in Drawing Number A1801 in Volume III: Station Drawings of the Draft Supplemental EIR/EIS, would be accessible from Chester Avenue, SR 204, 34th Street, and F Street. The Truxtun Avenue Station, as shown in Drawing Number A9804, in Volume III: Station Drawings of the Final EIR/EIS, would be accessible from Union Avenue, Truxtun Avenue, U Street, and 14th Street. Some reconstruction of all access roads for either station would be required for the construction of the station, parking, and approaches.

I056-2

The commenter speculates that placing the station at F Street in Bakersfield rather than Truxtun Avenue would reduce HSR system ridership. No evidence to support this opinion is provided by the commenter.

As discussed in Section 3.13, Station Planning, Land Use, and Development, of the Draft Supplemental EIR/EIS, the land within the F Street Station site study area is currently developed with a mix of low-density commercial, residential, and industrial uses and vacant parcels. The Truxtun Avenue station location, conversely, is centrally located near the Rabobank Arena, Theater, and Convention Center, Marriott Hotel, and Amtrak station.

While the Truxtun Avenue station location would provide an immediate direct connection to the Amtrak Station and existing downtown amenities, public benefits derived from

I056-2

future transit-oriented development would be concentrated in a relatively small geographic area that is already developed, with little benefit to the rest of the city. The F Street Station site, however, offers opportunities for a comprehensive planning effort to revitalize the greater downtown area through the conversion of auto-oriented corridors to complete streets that prioritize the pedestrian, greater transit and multi-modal connectivity throughout downtown, and the revitalization of underutilized land.

The City of Bakersfield Making Downtown Bakersfield Vision Plan (May 2018; Vision Plan) describes a phased effort to link the F Street Station and the Amtrak Station through the development of transit, bicycle, and pedestrian improvements to enable passengers to transfer from the HSR train to local commuter transit. These improvements include bus rapid transit (BRT) on Chester and California Avenues, a downtown shuttle, and mobility hubs at the Amtrak Station, HSR station, and the Golden Empire Transit Center. While these services are central to connecting the HSR station and downtown, they provide the added benefit of offering a new alternative form of transportation for non-HSR riders throughout downtown. The Vision Plan also proposes public realm improvements along three corridors to form a pedestrian friendly loop around the downtown area, connecting residential, commercial, and parks, and open space areas and activating the F Street station area.

As discussed in Appendix 8-A of the Draft Supplemental EIR/EIS, because the F Street Station area contains more vacant land compared to the Truxtun Avenue Station area, the F Street Station presents more opportunities for infill development, revitalization of existing large buildings, new job creation, and transit-oriented housing. The second phase of implementation detailed in the Vision Plan lays out a framework for redeveloping the area around the F Street station. Garces Circle would be transformed from an automobile-oriented roundabout into a high-density, mixed-use retail, residential and office district. This new district will be supported by rehabilitating adjacent mixed-use and single-family neighborhoods.

In addition to increased opportunities for revitalization, the F Street Station site would involve the loss of fewer homes compared to the Truxtun Avenue Station. The Truxtun Avenue Station would result in the conversion of 53 acres of single-family residential land uses and 4 acres of multi-family residential uses. The F Street Station would result

Response to Submission I056 (John and Susan Karnes, January 14, 2018) - Continued

I056-2

in the conversion of 1 acre of single-family residential and 2 acres of multi-family residential land uses.

The 2003 Kern COG Terminal Impact Analysis Report does not consider more recent plans for improving the Station Area as described in the Vision Plan. The Kern COG Terminal Impact Analysis Report, which was prepared in 2003 and was 12 years old at the time of preparation of the Draft Supplemental EIR/EIS commenced, was not cited in the Draft Supplemental EIR/EIS and does not consider more recent plans for improving the Station Area as described in the City's Vision Plan.

I056-3

The HMF decision will be made separately from the identification of the preferred alignment and station alternatives in the Draft Supplemental EIR/EIS. A decision on the HMF site will be made sometime after environmental review is complete for both the Fresno to Bakersfield Section and the Wye area near Chowchilla (the Wye area is being evaluated on a supplemental basis via a Subsequent EIR/Supplemental EIS to the certified 2012 Merced to Fresno Section Final EIR/EIS). To support this future decision, additional comparative study, design, and review may be necessary. Subsequent review and study may include further design.

I056-4

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I057 (Dylan Keith, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #382 DETAIL

Status : Action Pending
Record Date : 1/17/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Dylan
Last Name : Keith
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : jesse.dylan.keith@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I057-1

As a tax paying resident of downtown Bakersfield who lives in the CBD I would like to voice my opposition to the proposed Locally Generated Alternative "F Street" station for the high speed rail. This option is short sighted and has the potential to squander a golden opportunity to build an integrated public transit system that would continue to drive a revitalized downtown. The EIR itself clearly describes the LGA as being, "at the northern edge of downtown Bakersfield, peripheral to the downtown core."

Potential patrons interested in using the HSR (including business travelers, commuters, and the economically disenfranchised) will see the location as an insurmountable inconvenience compared with other transit options that would take them directly to the CBD core with access to multiple other public transit options. This leaves only the occasional local or a curious tourist willing to deal with the inconvenience as users rather than the entire community of potential travelers.

The Truxton Ave station on the other hand follows an existing pathway and requires minimal additional engineering to directly integrate the Bakersfield station with the economic center of the city and the other major public transit hubs. This station needs to be built with a grander future in mind for the most important city in the southern San Joaquin rather than as a unused public transit ghost on the outskirts of the city

I057-1

center.

Best regards,

--

Jesse Dylan Keith

EIR/EIS Comment : Yes**Official Comment Period :** Yes

Response to Submission I057 (Dylan Keith, January 16, 2018)

I057-1

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission I058 (Donna Kennedy, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #404 DETAIL	
Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Donna
Last Name :	Kennedy
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	658924@bak.rr.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I058-1 | Please locate HSR at Truxtun Ave. and NOT
Golden State Hwy. & F St.

Thank You,
D. Kennedy
Sent from my iPhone
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I058 (Donna Kennedy, January 16, 2018)

I058-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I059 (Michael Kennedy, Bethel Christian School, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #378 DETAIL

Status : Action Pending
Record Date : 1/17/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Michael
Last Name : Kennedy
Professional Title : Principal
Business/Organization : Bethel Christian School
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : mikeakennedy@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I059-1 | There is legal obligation to include the attached PDF document as an official comment to the Draft Supplemental EIR/EIS for the Fresno to Bakersfield Project Section.

In addition, please add this documentation to the existing Administrative Record for Case No.34-2014-80001864.

Regards,

Michael Kennedy, Principal (M.Ed.L.)

Bethel Christian School

Sent from my iPhone

EIR/EIS Comment : Yes
Official Comment Period : Yes
Attachments : 378_Kennedy_email_011618_Attachment.pdf (210 kb)



Philip Raya, Representative
 Accelerated Christian Education
 2600 Ace Lane
 Lewisville, TX 75067

Michael Kennedy, Principal
 Bethel Christian School
 2236 E. California Ave.
 Bakersfield, CA 93307

Dear Mr. Kennedy,

It has recently come to my attention that the visiting committee from your accreditation evaluation stated "...a potential impediment, to future accreditation, is the current unresolved status with regard to the impact on the school site of the California High Speed Rail project." Unfortunately, as a professional educator, I must concur that the close proximity of the High Speed Rail will destroy the individualized learning environment at Bethel Christian School.

My conclusions are based on the need for your organization to provide continued individualized academic attention, in a quiet atmosphere, to fulfill your mission. I must also remind you that according to the Accelerated Christian Education (A.C.E.) Service Agreement, signed by your organizers in 1980, the atmosphere and noise level within your school is a critical component to success.

This unique atmosphere is essential, because many parents search for schools that utilize the A.C.E. program to assist their children who have been diagnosed with learning disabilities. Many of these children are in the Autism Spectrum, or have Attention Deficit Hyperactivity Disorder (ADHD) and find it difficult to concentrate for long periods of time. The program requirements (e.g., limited noise, individualized tutorial environment, etc.) of the A.C.E. system are distinct, but these requirements produce dramatic results for students. In fact, many students on the structured PACE program quickly advance to grade level, and others advance several grades during a few short months. Even children, who have been given previous IEP learning goals of "concentrating for 10 minutes at a time", can sit and learn for hours on the A.C.E. PACE program. However, as noted above, to maintain this type of successful environment, it is imperative that noise be limited throughout the Learning Center (LC) environment.

Therefore, I would encourage your leadership team to carefully consider the anticipated impacts from the train and consult with experts, like the World Health Organization, on acceptable decibel levels. This is necessary, as a compromised learning center environment would, no doubt, ultimately result in lower PACE test scores and consequently the loss of your rating as a Quality Status School.

Sincerely,
 Philip Raya, Representative
 California
praya@aceministries.com

Submission I059 (Michael Kennedy, Bethel Christian School, January 16, 2018) - Continued

WASC Visiting Committee Report

SELF-STUDY VISITING COMMITTEE REPORT
WESTERN ASSOCIATION OF SCHOOLS AND COLLEGES**FOR**
Bethel Christian School

2236 E. California Ave

Bakersfield, CA 93307

First Free Will Baptist Church

April 7 - 10, 2013

Visiting Committee MembersDale Folkens, Ed. D., Chairperson
Principal, High Desert Premier Academy, Apple Valley CA
Edward Amey, MS
Executive Director, The Concordia Schools, Los Angeles CA

WASC Visiting Committee Report

The school's action plan incorporates important schoolwide issues and relates them to the concepts of the Focus on Learning criteria. A possible impediment to the plan would be the potential of all or most of the responsibility for implementation and measurement falling on the school Principal, rather than on a broader team of stakeholders. Another potential impediment is the current unresolved status with regard to the impact on the school site of the California High Speed Rail project.

The follow-up process that the school intends to use for monitoring the accomplishment of the schoolwide action plan appears to be adequate. The Leadership Team will be the central facilitating body. The school has demonstrated that they are committed to and involved in ongoing inservice and professional growth, which is focused on the improvement of the learning environment and increased student achievement.

In summary, the school is looking forward to an ongoing celebration of progress.

GOdocs 9/12

38

Submission I059 (Michael Kennedy, Bethel Christian School, January 16, 2018) - Continued



Critical Areas for Focus

Areas for Focus

As you plan and implement your work, include

- ✓ **All Stakeholders as participants in the on-going development and implementation of the Schoolwide Action Plan**
- ✓ **Include purposeful efforts to maintain the church/school collaboration in facilitating the Action Plan**
- ✓ **Address the impending issue regarding facilities as they relate to the High Speed Train. Begin creating and sharing draft contingency plans that include detailed information and timeframes and seek input from ALL stakeholders.**

Response to Submission I059 (Michael Kennedy, Bethel Christian School, January 16, 2018)

I059-1

The commenter has provided a document (PDF) as an attachment to the comment submittal and indicates there is legal obligation to include the file as an official comment to the Draft Supplemental EIR/EIS.

The Authority has reviewed and considered the document that was included with the comment. The document contains a letter from Accelerated Christian Education encouraging the leadership of Bethel Christian Church to consider anticipated impacts from the train and consult with experts, like the World Health Organization, on acceptable decibel levels.

None of the documents attached to this comment specifically address the analyses contained in the Draft Supplemental EIR/EIS. However, the Authority notes that Section 3.4.2.3 of the Draft Supplemental EIR/EIS describes the impact assessment guidance and noise thresholds used to assess noise impacts associated with the F-B LGA. This methodology is consistent with the noise impact methodology in the Fresno to Bakersfield Section Final EIR/EIS, as well as federal, state, and local laws, regulations, and orders relevant to noise and vibration described in Section 3.4.1 of the Draft Supplemental EIR/EIS.

Submission I060 (D Kennedy, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #342 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : D
Last Name : Kennedy
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : 658924@bak.rr.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I060-1 | Please locate High Speed Rail at Truxtun Ave. and please DO NOT locate High Speed Rail at Golden State Hwy. and F St.
Thank You,
D. Kennedy

EIR/EIS Comment : Yes
Official Comment Period : Yes
Attachments : FBLGA_Draft_EIRS_Notice_of_Availability.pdf (656 kb)


CALIFORNIA High-Speed Rail Authority

PUBLIC NOTICE

NOTICE OF AVAILABILITY/NOTICE OF PUBLIC HEARING

California High-Speed Rail –

Fresno to Bakersfield Project Section:

DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT

PROPOSED PROJECT AND LOCATION

The Fresno to Bakersfield Project Section (F-B) Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) considered several alternatives between the cities of Fresno and Bakersfield and ultimately identified a Preferred Alternative from the Fresno high-speed rail station to the Bakersfield high-speed rail station to Oswell Street in Bakersfield. The California High-Speed Rail Authority (Authority) Board of Directors (Board) certified the Fresno to Bakersfield Section Final EIR/EIS in May 2014. The Preferred Alternative identified by the Authority Board consists of portions of the BNSF Alternative in combination with the Corcoran Bypass, Allensworth Bypass, and Bakersfield Hybrid alternatives. In Bakersfield, the Preferred Alternative included a station that would be constructed at the corner of Truxtun and Union Avenues/State Route 204, as well as a maintenance of infrastructure facility (MOIF) that would lie along the alignment just north of the City of Bakersfield and 7th Standard Road. The Board only approved a portion of the alignment extending from downtown Fresno to approximately 7th Standard Road (a point north of Bakersfield). Therefore, the Board did not approve a location for the portion of the alignment that extended into Bakersfield. The FRA, in August 2014, approved the entire Preferred Alternative from the Fresno Station to Oswell Street in Bakersfield.

PROJECT DEVELOPMENT

The City of Bakersfield filed a lawsuit challenging the Board's approvals under the California Environmental Quality Act (CEQA). In a Settlement Agreement reached in December 2014 the City of Bakersfield and the Authority agreed to work together to develop and study a new alternative for the Bakersfield portion of the project that would be acceptable to the City and meet the Authority's design requirements. The Fresno to Bakersfield Locally Generated Alternative (F-B LGA) evolved from this mutual cooperation and subsequent public input. The Authority has also worked with the City of Shafter to include in the F-B LGA a new design for the alignment within Shafter. The F-B LGA extends from Poplar Avenue north of Shafter, continues on retained fill through the City of Shafter, and transitions to elevated structure (viaduct) into the City of Bakersfield. In Bakersfield, the high-speed rail station associated with the F-B LGA would be located at the intersection of F Street and State Route 204 (Golden State Avenue).

The Authority and the FRA have prepared a Supplemental EIR/EIS for the F-B Project Section. The Supplemental EIR/EIS evaluates the environmental and community impacts associated with the F-B LGA and compares the potential impacts of the F-B LGA to the impacts identified for the corresponding portion of the Preferred Alternative (May 2014 Project). For the purposes of the Supplemental EIR/EIS, the May 2014 Project consists of the following portions of the Preferred Alternative: the BNSF Alternative from Poplar Avenue to Hageman Road, and the Bakersfield Hybrid Alternative from Hageman Road to Oswell Street.

ANTICIPATED IMPACTS

Significant pre-mitigation environmental effects resulting from the F-B LGA are anticipated in the following resource areas: transportation (project impacts); air quality (construction impacts); noise and vibration (construction and project

www.hsr.ca.gov | Fresno_Bakersfield@hsr.ca.gov | (888) 481-2772

Submission I060 (D Kennedy, January 16, 2018) - Continued

impacts); biological resources and wetlands (construction and project impacts); hydrology and water resources (project impacts); geology, soils, seismicity, and paleontology (construction impacts); hazardous materials and wastes (construction impacts); safety and security (project impacts); socioeconomic and communities (project impacts); agricultural lands (project impacts); parks, recreation, and open space (construction and project impacts); aesthetics and visual resources (construction and project impacts); cultural resources (construction impacts); and environmental justice (construction and project impacts). These are the impacts known at the time of study. Additional issues may arise in the public and public agency review period that will be addressed in a response to comments.

HAZARDOUS WASTE SITES

The F-B LGA and the May 2014 Project would cross several sites on hazardous waste lists enumerated under Section 65962.5 of the California Government Code. For the F-B LGA, one site that fits the criteria for Section 65962.5(a)(4) was identified. The identified site is included in the 149 sites of potential environmental concern (PEC) that were reviewed during the baseline conditions assessment for all sites with the potential to affect the F-B LGA study area negatively. The one site is the 15-acre Brown and Bryant site at 135 Commercial Drive in Shafter (PEC Site 22), which operated from 1955 to 1989 as a manufacturing, blending, and packaging/re-packaging facility for pesticides, insecticides, herbicides, fumigants, defoliant, and fertilizers. This site is currently an open remediation case with oversight by Department of Toxic Substances Control. Of the two PEC sites identified in the May 2014 Project, neither fits the criteria for Section 65962.5(a)(4).

PUBLIC REVIEW PERIOD

The Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS is being made available to the public for a **60-day review and comment period** in accordance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). During the 60-day comment period, written comments may be submitted in the following ways:

- Via mail to "Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS Comment," 770 L Street, Suite 620 MS-1, Sacramento, CA 95814;
- Through the Authority's website (www.hsr.ca.gov); or
- Via email to Fresno_Bakersfield@hsr.ca.gov with the subject line "Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS Comment."

The comment period is from November 9, 2017 to January 16, 2018. Comments must be received electronically, or postmarked, on or before January 16, 2018.

The information in the Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS and the comments received will be taken into account by the Authority and FRA when they consider whether to approve the May 2014 Project or the F-B LGA from south of Poplar Avenue (north of Shafter) to Oswell Street (in Bakersfield). The Authority and FRA will prepare a Fresno to Bakersfield Project Section Final Supplemental EIR/EIS, which will include responses to comments received and a description of the preferred alignment and station location.

PUBLIC HEARING

The Authority and FRA invite you to attend the public hearing that has been scheduled on **December 19, 2017** to receive public and public agency comments on the Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS. The hearing is scheduled from **3:00 p.m. to 8:00 p.m.** at **Bakersfield Marriott Hotel, 801 Truxtun Avenue**, Bakersfield, California. The public hearing will provide an opportunity for members of the public formally to submit an oral comment on the Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS. Written comments also may be submitted at the hearing. Interpreters at español estarán en la reunión. The meeting facility is accessible for persons with disabilities. All requests for reasonable accommodations and/or language services must be submitted 72 hours in advance of the scheduled meeting date. Please contact the public outreach team at (888) 481-2772 or call the California Relay Service at 711. All public hearings will be wheelchair accessible. Please check the Authority website (www.hsr.ca.gov), for more information, including up-to-date information on the planned hearing.

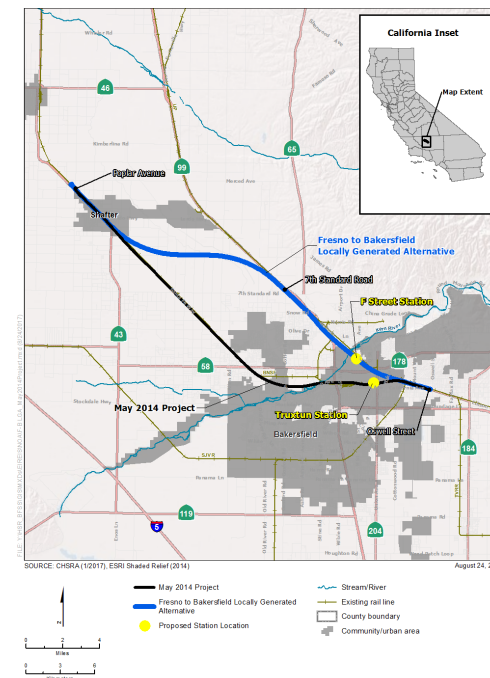
COPIES OF THE DRAFT SUPPLEMENTAL EIR/EIS

Visit the Authority website (www.hsr.ca.gov) or the FRA website (www.fra.dot.gov) to view and download the Fresno to Bakersfield Project Section Final EIR/EIS and Draft Supplemental EIR/EIS. The Authority website also contains technical reports that inform the Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS. You may also

request a CD-ROM of the Fresno to Bakersfield Project Section Final EIR/EIS and Draft Supplemental EIR/EIS by calling (888) 481-2772. Printed copies of the Fresno to Bakersfield Project Section Final EIR/EIS and Draft Supplemental EIR/EIS have been placed at the following public libraries: Kern County Library, Beale Memorial Library (701 Truxtun Avenue, Bakersfield, CA); Kern County Library, Shafter Branch (236 James Street, Shafter, CA); Kern County Library Baker Branch (1400 Baker Street, Bakersfield, CA); and Kern County Library, Rathbun Branch (200 West China Grade Loop, Bakersfield, CA). The Executive Summary is available in Spanish upon request.

Printed copies of the Fresno to Bakersfield Project Section Draft Final EIR/EIS and Supplemental EIR/EIS and the associated technical reports also are available for review during business hours (8:00 A.M. to 5:00 P.M.) at the Authority's offices at 770 L Street, Suite 620 MS-1, Sacramento, CA and at 1111 H Street, Fresno, CA.

The Authority does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities.



www.hsr.ca.gov | Fresno_Bakersfield@hsr.ca.gov | (888) 481-2772

www.hsr.ca.gov | Fresno_Bakersfield@hsr.ca.gov | (888) 481-2772

Response to Submission I060 (D Kennedy, January 16, 2018)

I060-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I061 (Michael Kennedy, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #380 DETAIL	
Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Michael
Last Name :	Kennedy
Professional Title :	Principal
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	mikeakennedy@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I061-1 | There is legal obligation to include the attached memo (pdf) as an official comment to the Draft Supplemental EIR/EIS for the Fresno to Bakersfield Project Section, and also add this documentation to the existing Administrative Record for Case No.34-2014-80001864.

Note: The Authority has stated that this document was "inadvertently" omitted from the FEIR.

Regards,

Michael Kennedy, Principal (M.Ed.L.)

Sent from my iPhone

EIR/EIS Comment : Yes
Official Comment Period : Yes
Attachments : 380_Kennedy_email_011618_Attachment.pdf (690 kb)

Bethel Christian School and First Free Will Baptist Church

Memorandum of Request

TO: High Speed Rail Authority, Diana Gomez

FROM: First Free Will Baptist Church, Bethel Christian School

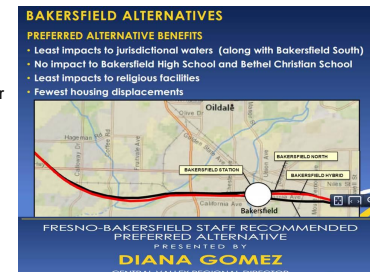
SUBJECT: New Hybrid Alignment

DATE: DECEMBER 18, 2013

Introduction

In November of 2013, the California High Speed Rail Authority (HSRA) approved the staff recommendation for the Hybrid Alignment through Bakersfield. The Authority stated that "The Bakersfield Hybrid Alternative would... impact the fewest religious facilities, and it would not impact...

Bethel Christian School." Nevertheless, the environmental studies for the three proposed rail alignment alternatives near the church-school are only feet apart from each other, as throughout the City of Bakersfield. They are not true alternatives because all three will cause similar, extensive and severe impacts to the church-school facility and other local organizations. Although church-school stakeholder comments



Submission I061 (Michael Kennedy, January 16, 2018) - Continued

related to the revised EIR/EIS were initially submitted in writing, before the October 19, 2012 deadline, documented in numerous public hearings (e.g., August 27, 2012 HSRA Hearing), and referenced in FFWBC Validation Complaint (Court Ruling 34-2013-00140689), the church-school community believes that their concerns related to the Bakersfield Hybrid Alignment have not been adequately addressed.

Therefore, the stakeholders of the church-school request that the HSRA incorporate the attached data into the Final EIR/EIS. This is essential because the Bakersfield Hybrid Alignment was only recently (November, 2013) identified as the preferred alignment.

New Hybrid Alignment Property Impacts (Based on the November Staff Report)



Areas for expanded consideration under this newly approved alignment should include:

- Air Quality
- Noise
- Traffic Circulation
- Socioeconomic/Environmental Justice
- Land Use Compatibility
- Aesthetics/Visual
- Compensation for Devaluation of Property Value
- Lack of Specific Mitigation in the Revised EIR/EIS
- Absence of Viable Route Alternatives in Violation of RLUIPA
- Cumulative Church-School Impacts
- Preferred Relocation of Facilities Due to Proximity of the Hybrid Alignment

History of the Church-School and HSR Impact

Bethel Christian School and the First Free Will Baptist Church are currently in the existing HSR alignments between both California Ave. (South Alignment) and Edison Highway (Hybrid Alignment). The school and church serve the greater Bakersfield area and the many low-income families in this study area. As noted in the Revised EIR/EIS

Index	East Bakersfield	Bakersfield	California
Income per capita	\$7,637	\$23,022	\$30,367
Median household income	\$23,496	\$53,997	\$64,457
Median household income owner occupied	\$66,693	\$66,693	\$75,630
Median household income renter occupied	\$29,785	\$29,785	\$44,245
Median earnings male	\$16,912	\$36,924	\$41,787
Median earnings female	\$11,169	\$21,104	\$24,729
Unemployment rate (2000)	24.8%	8.3%	4.9%
Unemployment rate (2010)	N/A	10.2%	12.3%
Unemployment rate (2013)	N/A	10.9%	8.9%
Poverty level	50.3%	18.0%	13.5%

The data is based upon 2013 estimates.

The poverty level in East Bakersfield is 179.9% greater than the Bakersfield average and 271.7% greater than the California average.

Submission I061 (Michael Kennedy, January 16, 2018) - Continued

Socioeconomic, Environmental, and Ministry to Low-Income Stakeholders

In an October 22, 2011 Los Angeles Times article by Ralph Vartabedian, it was noted that:

"Officials at First Free Will Baptist Church believe it will lose some of the 22 parcels it owns in east Bakersfield, damaging its outreach mission and a school for 70 kids, no matter which route is selected.

'This area is in decline,' said Pastor Mark Harrison. 'We have a failing economy. There is a lot of vandalism here. There is graffiti everywhere. We are overrun with gangs. It is a violent area at night. If you want to see hopelessness, look at the youth in this area. We like to think of our church as standing for hope.'"

Families within East Bakersfield are greatly concerned about the opportunities afforded to low-income youth. Many of these families desire a safe church-school environment where Christian character is foundational, and learning outcomes are a priority. Some are also concerned about the

declining condition of the local schools available to their children, because student-to-teacher ratios are climbing, test scores are dropping, and graduation rates are at historic lows.

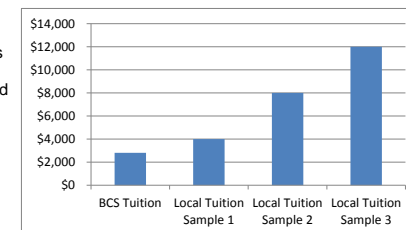
East Bakersfield, Bakersfield crime information

Statistic	East Bakersfield /100K	Bakersfield /100K	California /100K
Violent crime	849 (estimate)	531	423
Property crime	6,734 (estimate)	4,221	2,759
Total crime index	7,603 (estimate)	4,752	3,182

In fact, according to a study conducted by the Fresno State College Department of Sociology (2006), students within our local East Bakersfield subculture have stated that their educational needs are as follows:

- Providing educational opportunities needed to succeed (46.5%)
- Creating more venues for local arts (43.5%)
- Providing students the resources they need (40.3%)
- Making sure our schools are accountable (34.7%)
- Providing youth with vocational training (39.7%)
- Making our schools safe (26.4%)
- Providing young people with more leadership opportunities (15.5%)

While there are sixty-six private and Christian schools throughout the County of Kern, the majority of middle-class and lower-income households cannot afford the luxury of privatized education. Many of these private Christian schools have exceptional programs and facilities, but tuition rates for local private schools are now between \$4,000 and \$12,000 dollars per year.



Submission I061 (Michael Kennedy, January 16, 2018) - Continued

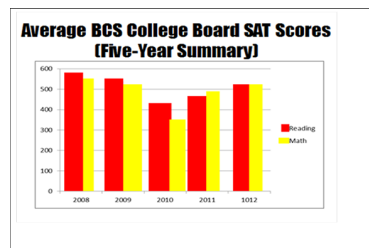
With this in mind, the 2013 WASC Focus on Learning Report has verified that “Bethel Christian School serves this local need by providing a low-cost Christian education that is focused on learning results, established on Christian-character, and built around the individualized needs of the student.”

Many students in this low-income demographic will not always test at the highest levels or be accepted to the most prestigious academic programs, but it is the desire of the BCS staff to bring about the best in every child, and praise each child for

the progress that has been made. This supportive atmosphere encourages students as they work to exceed the median levels and reach their personal educational goals. Such distinguishing features of the BCS program focus on what is best for the individual child.

NEPA/CEQA Regulations

Thorough analysis of impacts to the church-school is essential, as according to the National Environmental Policy Act (NEPA), Title 1, Section 101(a), the HSRA is required to “...use all practicable means and measures, including financial and technical assistance, in a manner calculated to foster and promote the general welfare, to create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future



generations of Americans.” Section 102(2)(C) also states, “...and other major Federal actions significantly affecting the quality of the human environment.”

Note: CEQ Regulations §1508.14 the human environment is defined as including the natural physical, social, and economic characteristics of the total environment.

Religious Land Use Laws

As a Baptist church, the Religious Land Use and Institutionalized Persons Act (RLUIPA), Pub.L. 106–274, codified as 42 U.S.C. § 2000cc et seq., is a United States federal law that would apply to the building of a High Speed Rail in close proximity to the church-school facility. RLUIPA prohibits the imposition of such burdens and gives churches and other religious institutions a way to avoid burdensome restrictions to their property use.

The law states clearly that it is the responsibility of the government agency to “demonstrate that (any) imposition of the burden on that person, assembly or institution is: in furtherance of a compelling governmental interest; and is the least restrictive means of furthering that compelling governmental interest.” Yet in Court Ruling 34-2013-00140689, the CA Superior Court of Sacramento found that “...there was no evidence in the record of the proceedings before the Committee (HSRA) to support its finding and determination, made at its March 18, 2013 (HSR) meeting, that it was ‘necessary and desirable’ to authorize issuance of bonds” to build the HSR.

FRA & Noise-Sensitive Land Uses Regulations

HSR noise impacts vary depending on the alignment but it’s assumed that noise would be greater with the hybrid aerial options. Regardless, in the most recent High-Speed

Submission I061 (Michael Kennedy, January 16, 2018) - Continued

Ground Transportation Noise and Vibration Impact Assessment, the FRA has stated that a church and a school would both qualify as “indoor noise-sensitive sites” and that they should be evaluated and compared with other similar noise-sensitive sites to allow for similar mitigation. Within the existing hybrid alignment three similar noise sensitive areas exist including: Mercy Hospital, Kern County Library, and Bakersfield High School.

California Education Code (EC) Requirements

As a fully accredited WASC school, which lies within only 190-490 feet of the rail easement, Bethel Christian School should receive the same consideration granted to other WASC accredited institutions of learning. Under Title 5 Division 1, Chapter 13, Subchapter 1 of the California Code, the HSRA should consider among other items:

“If the proposed site is within 1,500 feet of a railroad track easement, a safety study shall be done by a competent professional trained in assessing cargo manifests, frequency, speed, and schedule of railroad traffic, grade, curves, type and condition of track need for sound or safety barriers, need for pedestrian and vehicle safeguards at railroad crossings, presence of high pressure gas lines near the tracks that could rupture in the event of a derailment, preparation of an evacuation plan. In addition to the analysis, possible and reasonable mitigation measures must be identified.”

Aesthetics/Visual Impact to the Church-School

All three of the alternative alignments include 12 to 15 miles of elevated rail viaduct as high as 96 feet that will tower approximately 80 feet high at the church-school location. These impacts have not been mitigated in the most recent DEIS/DEIR document.

Mitigation and Church-School Stakeholder Recommendations

Option 1: Preferred Relocation

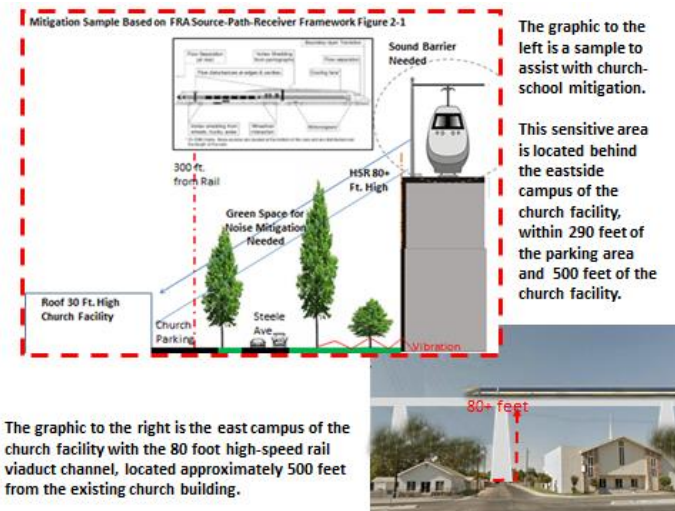
Under the new Hybrid Alignment the HSR Authority should, as promised with the South Alternative (Revised DEIR/Supplemental DEIS, July, 2012), “...consult with First Free Will Baptist Church and Bethel Christian School to identify suitable relocation alternatives for both facilities to minimize the impacts of the disruption.” The Authority should also, as with the South alignment, “...consult with school and church officials before land acquisition to find the facilities necessary to replace displaced classroom space in a manner that ensures similar functionality and accessibility to current levels.”

Option 2: Substantial Reconfiguration of Existing Buildings

If full relocation of the church-school facility (under the Hybrid Alignment) is not possible, then the close proximity of the facility to the high-speed rail easement will necessitate facility reconfiguration, and rebuilding of noise-sensitive structures to mitigate issues relating to noise and vibration. Based on FRA requirements this would require substantial landscape design, sound walls, major facility demolition, reconfiguration, and rebuilding to the South of the existing church-school property.

Submission I061 (Michael Kennedy, January 16, 2018) - Continued

Audits would also need to be conducted to account for loss of property value and to provide compensation and good will.



Note: The HSRA has stated that it does not anticipate construction in the Central Valley and upgrades of existing systems to be complete and operational until 2018. Nevertheless, natural noise barriers (e.g., trees, shrubs, etc.) should be established in early 2014 to allow for needed growth. In addition, facility demolition, facility reconfiguration/consolidation, and needed facility upgrades (e.g., new insulation) should be aligned with the timeline for the Bakersfield Construction Package(s) (CP).

Mitigation Needs and Church Facility Consolidation: Option 2 (Non-Relocation)



The graphic above shows demolition of six (6) noise-sensitive facilities that are in close proximity to the Hybrid Alignment. This graphic also depicts the building of a large consolidated structure on the south end of the existing church-school property, to replace displaced classroom space in a manner that ensures similar functionality and accessibility to current levels. This substantial reconfiguration would help minimize the impacts of the HSR disruption to the First Free Will Baptist Church and BCS.

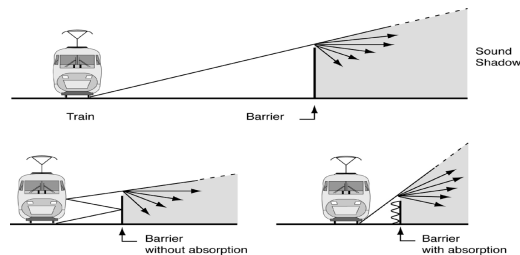
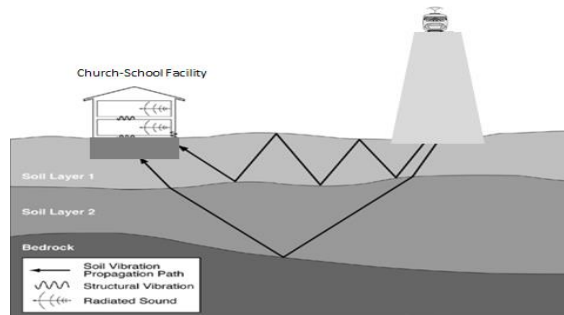
Note: The church-school would also need green space (e.g., trees, grass, etc.), sound wall/barriers (with absorption), and relocation of the existing parking facilities to ensure similar functionality.

Submission I061 (Michael Kennedy, January 16, 2018) - Continued

FRA Source Data and Basic HSR Receiver Geometry (Noise and Vibration)

The total amount of vibration the HSR would cause to the church-school facility is not yet known. However, it is an issue of concern. In recent correspondence with the CHSRA the church-school stakeholders have requested this question be addressed in detail. Any vibration impacts (e.g., structural, radiated sound, etc.) caused by HSR would have to be mitigated.

Note: Sound barriers will only provide minimal assistance in this area.



This comprehensive church-school document has been submitted to the High-Speed Rail Authority (HSRA) to assist the HSRA staff as it works to submit the Final DEIR/DEIS for the Bakersfield segment. Full mitigation and consideration is imperative, as Court Ruling 34-2013-00140689 has ordered the authority to demonstrate that all environmental clearances are in place for the first 300 miles of the HSR line throughout the Central Valley.

Submitted: 12/18/2013

Date: _____

Michael Kennedy, Principal

Bethel Christian School

Date: _____

Dr. Mark Harrison, Pastor

First Free Will Baptist Church

Received: 12/18/2013

Date: _____

Diana Gomez, HSRA

Central Valley Regional Director

Response to Submission I061 (Michael Kennedy, January 16, 2018)

I061-1

Refer to Standard Response FB-LGA-Response-N&V-01: Schools, FB-LGA-Response-N&V-02: General Assessment Methodology Concerns - Use of FRA Methodology/Criteria.

The commenter has provided a memorandum (PDF) as an attachment to the comment submittal and indicates there is legal obligation to include the file as an official comment to the Draft Supplemental EIR/EIS.

The Authority has reviewed and considered the memo that was included with the comment. The memo, which is dated December 18, 2013 and addressed to Diana Gomez of the High-Speed Rail Authority from the First Free Will Baptist Church/Bethel Christian School, relates to the "New Hybrid Alignment" analyzed in the Fresno to Bakersfield Section Final EIR/EIS and includes an assertion that the Fresno to Bakersfield Section Final EIR/EIS did not adequately analyze potential impacts to the church/school facilities and requests that additional analysis be included in the environmental document. This memo also includes mitigation measures that the stakeholder suggests should have been included in the Fresno to Bakersfield Final EIR/EIS to adequately mitigate potential impacts to the church/school. The Authority notes this attached memo was included in Volume V, Post-Comment Period Submissions of the Fresno to Bakersfield Final EIR/EIS under Submission 036 (pages 51-123 to 51-129). The Authority responded to this comment in FB-Response-General 28 in Volume IV Response to Comments of the Fresno to Bakersfield Section Final EIR/EIS. The response provided in Volume IV of the Fresno to Bakersfield Section Final EIR/EIS is sufficient to address this comment.

Furthermore, the Draft Supplemental EIR/EIS includes an analysis of impacts to community facilities, including schools and churches, generally, and to the First Free Will Baptist Church and Bethel Christian School, specifically. Refer to Section 3.2.4.3 for an analysis of transportation and safety impacts on schools; Section 3.3.5.1 for the air quality impacts on sensitive receptors, including schools; Section 3.4.4.2 for a discussion of impacts on noise-sensitive receivers, including schools; Section 3.5.4.2 for an analysis of electromagnetic fields and electromagnetic interference impacts on schools; Section 3.10.3.2 for the hazardous materials impacts on schools; Section 3.11.3.2 for an analysis of safety and security impacts associated with schools; Section

I061-1

3.12.4.2 for a discussion of impacts to community facilities, including schools; and Section 3.16.3.2 for an analysis of visual quality effects to schools. As such, the Authority has taken into consideration the content and applicability of the memo to the Draft Supplemental EIR/EIS. The Authority will include the memo in the Administrative Record for the Final Supplemental EIR.

Submission I062 (Susan Koble, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #308 DETAIL	
Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Website
First Name :	Susan
Last Name :	Koble
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Keene
State :	CA
Zip Code :	93531
Telephone :	661-330-7438
Email :	susankoble@yahoo.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	
I062-1	The most practical, best place for the Bakersfield terminal is the Truxtun Avenue location.
EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I062 (Susan Koble, January 16, 2018)

I062-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I063 (Mike Ladd, November 20, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #155 DETAIL

Status : Action Pending
Record Date : 11/20/2017
Response Requested : No
Affiliation Type : Individual
Interest As : Individual
Submission Date : 11/20/2017
Submission Method : Website
First Name : Mike
Last Name : Ladd
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93301
Telephone : 6613243885
Email : ladd3@bak.rr.com
Email Subscription :
Cell Phone :
Add to Mailing List : No
Stakeholder Comments/Issues :

I063-1 | The Truxton avenue location is best because it is centrally located, has all needed amenities, is closest to all government and private needs and is the least disruptive to local businesses and neighborhoods. There is no sensible reason to put this at F street. It is my personal opinion that someone with the city either owns land around F street or is working with someone who does to push this terrible F street location. My personal stake in this is that I live 1 block from Truxton Ave and would occasionally see and hear the trains but my wife owns a restaurant on Sumner which would be directly in the shadow of the rails and which will most likely kill the business and the neighborhood. Two lousy choices but the F street through Sumner is the worst.
 I063-2 |
 I063-3 | **EIR/EIS Comment :** Yes
Official Comment Period : Yes

Response to Submission I063 (Mike Ladd, November 20, 2017)

I063-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

I063-2

Refer to Standard Response FB-LGA-Response-SO-02: Business Impacts – Construction/Operation Would Create Too Many Impacts on Businesses.

I063-3

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I064 (Karen Liascos, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #306 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Karen
Last Name : Liascos
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code :
Telephone :
Email : karen123k@yahoo.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I064-1

I own a home on Elm street, very close to the proposed location near F street and Golden State. I am very opposed to this location. All the info I have received tells me the location down town where the current Amtrack train station is and also the train tracks that are All ready in place is a much better choice. I believe there is a lot of drama with the city officials about this issue & I do not feel the city has my best interest in mind as a home owner. It's simple as far as i am concerned!! Don't build it in my neighborhood!! Put it where it should be which is on Truxton!!

EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I064 (Karen Liascos, January 16, 2018)

I064-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I065 (Harry Love, December 20, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #200 DETAIL

Status : Action Pending
Record Date : 12/20/2017
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 12/20/2017
Submission Method : Project Email
First Name : Harry
Last Name : Love
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : harrylove1944@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I065-1 | To believe that the best route from Shafter through Bakersfield is the 2014 hybrid plan which will bring the train along Truxtun to the current Amtrak station. I support this route because it best supports the goals of the City of Bakersfield, that is, give an economic boost to the current redevelopment of downtown Bakersfield. From restaurants to hotels, there is a very concerted effort to increase the number of the people using the downtown area. This route would definitely support that goal.

Harry Love
 harrylove1944@gmail.com
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I065 (Harry Love, December 20, 2017)

I065-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I066 (Karin Magar, December 20, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #205 DETAIL

Status : Action Pending
Record Date : 12/20/2017
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 12/20/2017
Submission Method : Project Email
First Name : Karin
Last Name : Magar
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone : 661-301-5614
Email : karinmagar@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

Hello,

I066-1 | This email is to voice my opinion on where the HSR should be located in Bakersfield. I believe it should be at the downtown Truxtun location. Having it there will provide lots of opportunities for tourism, with lots of access to venues (restaurants, show, shopping) without disrupting existing residential living.
 I live VERY close to the F street location. Placing the HSR at F street will only create more traffic problems, reduce access to our residential area, increase noise, reduce home values and many other detriments to an established older neighborhood. This location will not provide any benefit to tourism, or entertainment due to the lack of accessibility to restaurants, shopping, etc.

I066-2 | Please do not let our city council's self benefitting interests influence this decision. Look at the facts and decide on the best location that benefits the town, people and our community.
 Thank your for your attention to this very important issue!

Karin Magar
 Westchester Riveria Resident
 661-301-5614

Sent from my iPhone
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I066 (Karin Magar, December 20, 2017)

I066-1

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

I066-2

The Draft Supplemental EIR/EIS provides an apples-to-apples comparison of the F-B LGA (including the F Street Station) and the May 2014 Project (including the Truxtun Avenue Station). The comparative data in the Draft Supplemental EIR/EIS will aid the Authority Board and FRA in making decisions based on fact.

Submission I067 (Terry Maxwell, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #283 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Terry
Last Name : Maxwell
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : makeswell@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I067-1 Please consider the points I have made in this Community Voices article in the Bakersfield Californian.

Thank you,

Terry Maxwell

http://www.bakersfield.com/opinion/community-voices/community-voices-you-should-be-informed-about-the-high-speed/article_31b1284e-efdc-11e7-af75-a77f920407ff.html?utm_medium=social&utm_source=email&utm_campaign=user-share

Sent from my iPad

EIR/EIS Comment : Yes

Official Comment Period : Yes

Response to Submission I067 (Terry Maxwell, January 16, 2018)

I067-1

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station.

The commenter requests that his January 3, 2018 opinion piece in the Community Voices section of Bakersfield.com be reviewed and any comments made there considered. The article can be found here: http://www.bakersfield.com/opinion/community-voices/community-voices-you-should-be-informed-about-the-high-speed/article_31b1284e-efdc-11e7-af75-a77f920407ff.html?utm_medium=social&utm_source=email&utm_campaign=user-share. The piece referenced was reviewed in preparation of this response.

The commenter states that “the Truxtun location already has streets and roads into it from every direction that are reasonable and simple,” while “the F Street location requires a maze of streets and highways that would need to be altered or built” precluding a simple approach to the station.

Both station locations would require reconfiguration of roads and intersections. The F Street station is closer to SR 204, which would require reconfiguring on- and off-ramps. Both stations will be easily accessed from road systems in the vicinity. The F Street Station, as shown in Drawing Number A1801 in Volume III: Station Drawings of the Draft Supplemental EIR/EIS, would be accessible from Chester Avenue, SR 204, 34th Street, and F Street. The Truxtun Avenue Station, as shown in Drawing Number A9804, in Volume III: Station Drawings of the Final EIR/EIS, would be accessible from Union Avenue, Truxtun Avenue, U Street, and 14th Street. Some reconstruction of all access roads for either station would be required for the construction of the station, parking, and approaches.

The commenter states that the conceptual drawings depicting the Truxtun Avenue Station looks more like “state of the art stations” depicted in workshops, while the conceptual drawings depicting the F Street Station show a station that does not look like those shown in the workshops.

Conceptual drawings are not representative of final design. For both the May 2014 Project and the F-B LGA, the Authority would work closely with the City of Bakersfield to

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develop and refine architectural, site design, and landscape treatments for the station and vicinity that enhance the area’s character through coherent and unified design and features that provide interest and integrate visually with the context of nearby commercial and governmental uses. Refer to Section 3.16.4.2 of the Draft Supplemental EIR/EIS and Section 3.16.5.3 of the Fresno to Bakersfield Section Final EIR/EIS for more discussion of the station design process. Conceptual simulations of the Truxtun Avenue Station are shown in Figure 3.16-61 of the Fresno to Bakersfield Section Final EIR/EIS, and conceptual drawings are shown in Drawings A9801 through A9804 of Volume III: Station Drawings of the Fresno to Bakersfield Section Final EIR/EIS. Conceptual simulations of the F Street Station are shown in Figure 3.16-30 of the Draft Supplemental EIR/EIS, and conceptual drawings are shown in Drawing Numbers A9802 and A9803 in Volume III: Station Drawings of the Draft Supplemental EIR/EIS.

The conceptual drawings and examples shown in workshops and other outreach activities were not representative of final station design. The F Street Station is intended to provide visual benefits. A preference for the conceptual design of the Truxtun Avenue Station to the conceptual design of the F Street Station, is largely subjective, but both are modeled to demonstrate the aesthetic benefits to Bakersfield.

The commenter states that while the existing Amtrak station is near to the Truxtun Avenue station, and he conjectures that Golden Empire Transit and Greyhound could relocate to the Truxtun Avenue station site. The commenter claims that there is “nothing in the plans” for similar linkages at the F Street Station.

Refer to Section 3.13 of the Draft Supplemental EIR/EIS for more information about transit connections in the F Street Station area. The Authority will encourage the City of Bakersfield to facilitate transit-oriented development in and around the station. The Kern Council of Governments Metropolitan Bakersfield Transit Center Study (Kern Council of Governments 2015) identified the proposed F Street Station as a possible location for a “Transit Center” in Bakersfield due to anticipated growth and higher demand for transit service. It also identifies the need for connectivity of various existing and future transit service connections. The proposed F Street Station is approximately 1.5 miles from the Bakersfield Amtrak Station and would be designed as a multi-modal transportation hub that would maximize intermodal transportation opportunities, meeting overall project

Response to Submission I067 (Terry Maxwell, January 16, 2018) - Continued

I067-1

objectives consistent with the voter-approved Proposition 1A. The location of the F Street Station would complement existing public transportation, including local buses, intercity buses, and Amtrak trains.

According to Drawing Number A1810, bus drop off locations can be found on either side of the potential Transit Center, allowing for multi-directional connectivity. Roads circle the building, presumably allowing ample space for bus maneuvering. However, please note that this is a potential location and that the potential Transit Center is a project that would be designed, constructed, and maintained by local agencies.

The commenter expresses concerns about the distance between the downtown core and the F Street station, pedestrian access/walkability, and revitalization of the downtown area.

As discussed in Section 3.13 Station Planning, Land Use, and Development of the Draft Supplemental EIR/EIS, the land within the F Street Station site study area is currently developed with a mix of low-density commercial, residential, and industrial uses and vacant parcels. The Truxtun Avenue station location, conversely, is centrally located near the Rabobank Arena, Theater, and Convention Center, Marriott Hotel, and Amtrak station.

While the Truxtun Avenue station location would provide an immediate direct connection to the Amtrak Station and existing downtown amenities, public benefits derived from future transit-oriented development would be concentrated in a relatively small geographic area that is already developed, with little benefit to the rest of the city. The F Street Station site, however, offers opportunities for a comprehensive planning effort to revitalize the greater downtown area through the conversion of auto-oriented corridors to complete streets that prioritize the pedestrian, greater transit and multi-modal connectivity throughout downtown, and the revitalization of underutilized land.

The City of Bakersfield Making Downtown Bakersfield Vision Plan (May 2018; Vision Plan) describes a phased effort to link the F Street Station and the Amtrak Station through the development of transit, bicycle, and pedestrian improvements to enable passengers to transfer from the HSR train to local commuter transit. These

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improvements include bus rapid transit (BRT) on Chester and California Avenues, a downtown shuttle, and mobility hubs at the Amtrak Station, HSR station, and the Golden Empire Transit Center. While these services are central to connecting the HSR station and downtown, they provide the added benefit of offering a new alternative form of transportation for non-HSR riders throughout downtown. The Vision Plan also proposes public realm improvements along three corridors to form a pedestrian friendly loop around the downtown area, connecting residential, commercial, and parks, and open space areas and activating the F Street station area.

As discussed in Appendix 8-A of the Draft Supplemental EIR/EIS, because the F Street Station area contains more vacant land compared to the Truxtun Avenue Station, the F Street Station presents more opportunities for infill development, revitalization of existing large buildings, new job creation, and transit-oriented housing. The second phase of implementation detailed in the Vision Plan lays out a framework for redeveloping the area around the F Street station. Garces Circle would be transformed from an automobile-oriented roundabout into a high-density, mixed-use retail, residential and office district. This new district will be supported by rehabilitating adjacent mixed-use and single-family neighborhoods.

In addition to increased opportunities for revitalization, the F Street Station site would involve the loss of fewer homes compared to the Truxtun Avenue Station. The Truxtun Avenue Station would result in the conversion of 53 acres of existing single-family residential land uses and 4 acres of existing multi-family residential uses. The F Street Station would result in the conversion of 1 acre of existing single-family residential and 2 acres of existing multi-family residential land uses.

The commenter questions the support for the F-B LGA from the Ward 2 councilman. The commenter claims that the F-B LGA lessens the chances of the HMF being located in Shafter, and conjectures that the Bakersfield city manager therefore supports the F-B LGA in order to retaliate for perceived political losses to the City of Shafter regarding annexations on 7th Standard Road. This comment is not material to the Draft Supplemental EIR/EIS and does not comment on the content or findings of the environmental document.

Submission I068 (Terry Maxwell, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #284 DETAIL	
Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Terry
Last Name :	Maxwell
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	mokeswell@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I068-1 | I am in favor of the station in Bakersfield being located on Truxtun Ave.
Sent from my iPhone
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I068 (Terry Maxwell, January 16, 2018)

I068-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I069 (Paula Maxwell, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #346 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Paula
Last Name : Maxwell
Professional Title :
Business/Organization :
Address : 2420 Pine Street
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93301
Telephone : 661-331-9143
Email : paula@pmcoffice.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

661-331-9143

EIR/EIS Comment : Yes
Official Comment Period : Yes

I069-1

I am a citizen of Bakersfield and a registered voter. I want the station to be at Truxtun Avenue. NOT at Golden state. It's ridiculous to even consider this to be anywhere else. The bus station and the Amtrak are already at one location which is on Truxtun Avenue.

Respectfully,

Pauletta Maxwell

2420 Pine Street

Bakersfield, CA 93301

paula@pmcoffice.com

Response to Submission I069 (Paula Maxwell, January 16, 2018)

I069-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I070 (J McKinley, February 17, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #449 DETAIL

Status :	Action Pending
Record Date :	2/20/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	2/17/2018
Submission Method :	Project Email
First Name :	J
Last Name :	McKinley
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	amberjuly17@yahoo.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I070-1 | I want to tell you that I want the HSR station down by Truxtun where the Amtrack station is now.

I do not want it up by the Golden State Ave. Now is not the time to try and redevelop that location. I want people to see a nice welcoming station.

Thank you

J. McKinley

Sent from my iPad

EIR/EIS Comment :	Yes
Official Comment Period :	No

Response to Submission I070 (J McKinley, February 17, 2018)

I070-1

Refer to Standard Response FB-LGA-Response-GENERAL-03: Response to Comments Received After the Close of the Public Comment Period, FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I071 (Jim Mehen, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #429 DETAIL	
Status :	Action Pending
Record Date :	1/19/2018
Response Requested :	No
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Program Info Line
First Name :	Jim
Last Name :	Mehen
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	
Telephone :	
Email :	
Email Subscription :	
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	
I071-1	Name is Jim Mehen, I'm in Bakersfield and I'm requesting that it be Fresno, Bakersfield station be on Truxtun and that's it, oh, phone number is 661-663-7334, thank you.
	EIR/EIS Comment : Yes
	Official Comment Period : Yes

Response to Submission I071 (Jim Mehen, January 16, 2018)

I071-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I072 (Anil Mehta, January 9, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #241 DETAIL

Status : Action Pending
Record Date : 1/9/2018
Response Requested : Yes
Affiliation Type : Individual
Interest As : Business and/or Organization
Submission Date : 1/9/2018
Submission Method : Project Email
First Name : Anil
Last Name : Mehta
Professional Title : M.D.
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : mehtamdinc@sbcglobal.net
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

Case No.34-2014-80001864
EIR/EIS Comment : Yes
Official Comment Period : Yes
Attachments : 241_Mehta_email_010918_Original.pdf (5 kb)
hsr_2018.pdf (103 kb)

I072-1

I072-2

ANIL MEHTA, M.D. INC.
GASTROENTEROLOGY3941 SAN DIMAS ST. #104
BAKERSFIELD, CALIFORNIA 93301PHONE: (661) 322-0466
FAX: (661) 322-5902

I am a gastroenterologist in Bakersfield, who has worked within the Central Valley for more than 20 years, and I have concerns about the Fresno to Bakersfield HSR Section.

There is a child who attends Bethel Christian School and he has been diagnosed with Eosinophilic Esophagitis (EoE), an allergic disorder. EoE affects his esophagus, the part of the gastrointestinal tract that connects the back of the throat to the stomach. His condition can be triggered by environmental allergies and ingestion of allergens. In fact, allergies to basic substances such as dust mites, animals, pollen and molds can play a role in his EoE. His worsening allergic condition has recently necessitated a feeding pump, which he is still on today, even during his academic day at Bethel. With this student in mind, the gravity of the potential health impacts to the stakeholders at Bethel Christian School requires a more thorough analysis than what has been proffered by the Authority in the Final EIR/EIS and LGA.

I also have a patient from Bethel Christian School who is affected by Valley Fever and other respiratory problems. I understand that Carol Bender (RN/Public Health Nurse), who has been active in local transportation development, questioned the HSRRA impacts relating to Valley Fever. As she has stated, please consider the following:

Due to the endemic nature of Valley Fever, throughout the State of California and along the High-Speed Rail corridor, the risk of disease and site-specific mitigation for all impacted groups should have been discussed in detail within the core EIR documents. Valley Fever is a disease caused by a fungus of the *Coccidioides* species, which grows in the soil in semiarid areas. The disease is considered hyperendemic in six California counties (Kern, Kings, Fresno, San Luis Obispo, Tulare, and Madera) that historically have had the highest incidence of coccidioidomycosis. It is a reportable disease in states where it is endemic, including California, New Mexico, Arizona, Nevada, Texas, and Utah. About 150,000 new infections occur annually in the United States.

It is true that the HSRRA has recently added, to the final Record of Decision, the Environmental Protection Agency (EPA) base recommendations regarding Valley Fever. It is also true that the Authority revised these in conjunction with the California Department of Public Health. However, these adopted recommendations were simply appended at the conclusion of the EIR process, as an afterthought.

Within the appended documents, stakeholders have been assured by the Authority that: "The proposed project includes a series of fugitive dust reduction measures as design features in Chapter 3.3, including watering areas that will be disturbed and suspending dust-generating activities when wind speed exceeds 25 mph. Based on the application of these measures, the evaluation concludes that the risk of Valley Fever from project construction would be a less-than-significant impact."

Nevertheless, it would appear that the HSRRA's dismissive attitude and overly optimistic assumptions are based on simplistic approaches, limited data, and minimal research. One example is the absence of any site-specific research on individual parcels. For example, HSR related documents note that, "...most of the soils that will be affected by the project have been previously disturbed by agriculture. According to information from the California Department of Public Health, cultivated, irrigated soil may be less likely to contain the fungus compared to undisturbed soils." This statement is somewhat misleading, as the entire length of the ICS corridor is considered hyperendemic, and much of the impacted land is, no doubt, highly infected with

DIPLOMATE AMERICAN BOARD OF INTERNAL MEDICINE
DIPLOMATE BOARD OF GASTROENTEROLOGY

Submission I072 (Anil Mehta, January 9, 2018) - Continued

I072-2

Coccidioides. Thus, the overarching and dismissive statements by the HSRA only demonstrate a callous disregard for the health of thousands who currently reside and work along the rail alignment.

The HSRA has acknowledged that construction activity will result in significant spore growth. In fact, they specifically noted that "...wetting soil will enhance the growth of spores..." but they later contest that this is acceptable because "...it is actually when the soil is dry and disturbed in which the spores are released into the air..." For this reason, the Authority has promised to continuously moisten the soil during construction to avoid the spread of spores. Although this would seem to be an acceptable solution, it does not mitigate the issues related to enhanced spore growth. Furthermore, these measures do not address what will happen once the HSR project is complete. As experts have said "...it is after the watering stops... and the dust becomes airborne, that we may see the cases." This is why there is always an increased incidence of infection after a heavy wet season followed by a prolonged dry spell.

The Authority also justifies their actions by stating, "...in response to comments concerning Coccidioides, received at the May 6, 2014 Authority Board meeting, the HSRA Board of Directors amended its resolution to certify the Final Environmental Impact Report to include guidelines from the Construction Safety and Health Plans (CSHPS) to establish the minimum safety and health guidelines for contractors." These plans include: safety training for workers, accessible washing facilities, provisions for air-conditioned cabs with efficiency particulate air filters, and respiratory protection for all workers. While these measures are commendable, why has the HSRA not promised similar mitigation (e.g., air conditioning units, filtration systems, door sweeps, etc.) for homes, businesses, and organizations that are in close proximity to the construction corridor? It is also concerning that there has been no discussion related to relocation for individuals who have high medical risk factors for disseminated coccidioidomycosis, or those individuals who desire to live in an area that would have a lower risk factor than a hyperendemic HSR construction zone.

I072-3

I072-4

As Mrs. Bender noted above, there has been only scant discussion of the potential health impacts and the dismissive mitigation measures that have been proposed are wholly inadequate. In addition, the excavation and drilling associated with the construction will also significantly worsen the poor air quality near the school. Yet, in the new supplemental document (LGA), Bethel Christian School was completely omitted from the list of impacted schools (See: http://www.hsr.ca.gov/docs/programs/fresno-bakersfield/FBLGA_Draft_EIRS_Vol_2_APPN3_12_C_Effects_on_Childrens_Health_and_Safety.pdf). How can the stakeholders of the First Free Will Baptist Church and its Bethel Christian School participate in the regulatory process associated with the EIR and receive mitigation if they have been excluded from the environmental study?

Anil Mehta, M.D.

Response to Submission I072 (Anil Mehta, January 9, 2018)

I072-1

The commenter indicates the potential health impacts to stakeholders at Bethel Christian School require a more thorough analysis “than what has been proffered by the Authority in the Final EIR/EIS and LGA.”

Refer to Technical Appendix 3.12-C of the Draft Supplemental EIR/EIS for an analysis of the effects on Children’s Health and Safety due to implementation of the F-B LGA. Appendix 3.12-C discusses potential Air Quality, Hazardous Materials and Wastes, and Parks, Recreation, and Open Space impacts as relevant to children’s health and safety. Refer also to the Air Quality and Global Climate Change Technical Report, the Hazardous Materials and Wastes Technical Report, and the Community Impact Assessment Technical Report prepared for the F-B LGA for more information about impacts to children’s health and safety. The Bethel Christian School is within the Study Area of both the F-B LGA and the May 2014 Project. The Bethel Christian School was inadvertently omitted as a school in Appendix 3.12-C: Table 3.12-C-2 Schools in the Study Area for the F-B LGA. This mistake has been rectified and revisions to Appendix 3.12-C of the Final Supplemental EIR have been made to include Bethel Christian School in Table 3.12-C-2. Refer to Chapter 16 of this Final Supplemental EIR.

It should be noted that throughout the Draft Supplemental EIR/EIS (Section 3.4, Noise and Vibration, Table 3.4-21; Section 3.10, Hazardous Materials and Wastes, Table 3.10-2; Section 3.11, Safety and Security, Table 3.11-3; Section 3.12, Socioeconomics and Communities, page 3.12-34; Section 3.16, Aesthetics and Visual Resources, page 3.16-82; and the Supplemental Community Impact Assessment Technical Report for the F-B LGA, Table B-56), Bethel Christian School is disclosed as being near the F-B LGA footprint and is included in the analysis of environmental impacts on schools. When mitigation is indicated for school impacts and where implementation of such mitigation is applicable and warranted, Bethel Christian School is included in the analysis.

Air Quality

As stated in the F-B LGA Air Quality and Global Climate Change Technical Report:

Construction emissions have the potential to cause elevated criteria pollutant concentrations. These elevated concentrations may cause or contribute to exceedances

I072-1

of the NAAQS and CAAQS, which are established concentrations of criteria pollutants that provide public health protection. Sensitive receptors (such as schools, residences, and health care facilities) are located near the construction areas in Bakersfield. During construction, sensitive receptors would be exposed to increased concentrations of toxic air contaminants, such as diesel particulate matter, which may present cancer risks. [...] The construction emissions associated with the guideway/alignment construction includes several different phases such as mobilization, demolition, earth moving, land clearing, track construction at grade and elevated structures. These emissions were modeled for the May 2014 Project using USEPA’s AERMOD atmospheric dispersion model to predict pollutant concentrations at locations near the construction of the guideway/alignment. (Page 7-12)

The modeling for the May 2014 Project informs the conclusions about construction activities associated with the F-B LGA because construction air emissions are largely a function of alignment length. [...] According to the construction localized impact air dispersion modeling conducted for the May 2014 Project, construction activities along the guideway/alignment, would not exceed the applicable NAAQS and CAAQS or substantially contribute to further exacerbation of exceedances of PM_{10} and $PM_{2.5}$ standards. The health risk assessment concludes that the incremental increase in cancer risk associated with the DPM emissions from construction equipment exhaust would not exceed the applicable threshold of 10 in 1 million. (Page 7-13)

Refer to Table 7-5 of the F-B LGA Air Quality and Global Climate Change Technical Report, which shows that

mass emission generation associated with the F-B LGA would be similar to the emissions evaluated for the May 2014 Project. Therefore, emissions associated with the F-B LGA would also not be expected to exceed NAAQS or CAAQS or to substantially contribute to further exacerbation of exceedances of PM_{10} and $PM_{2.5}$ standards due to similar site meteorology of the two alignments. Emissions associated with the F-B LGA would be expected to be lower than those estimated for the May 2014 Project. Therefore, implementation of the F-B LGA would also not cause or contribute to exceedances of the NAAQS and CAAQS. (Page 7-13)

Response to Submission I072 (Anil Mehta, January 9, 2018) - Continued

I072-1

Hazardous Materials and Wastes

Appendix 3.12-C and Section 3.10 of the Draft Supplemental EIR/EIS explain that construction activities that have the potential to result in accidental releases of hazardous material and wastes would occur within 0.25 mile of schools. Refer to Table 3.10-2 of the Draft Supplemental EIR/EIS for a list of educational facilities within 0.25 mile of the construction footprint, including Bethel Christian School. Mitigation measure HMW-MM#1 will be implemented to ensure the use of extremely hazardous substances or mixture thereof in a quantity equal to or greater than the state threshold quantity will not occur within 0.25 mile of a school. Implementation of regulatory requirements would reduce the potential for a severe spill to a negligible intensity and, therefore, impacts on children's health and safety would be negligible under NEPA and less-than-significant under CEQA.

Section 3.12 of the Draft Supplemental EIR/EIS (page 3.12-37) discusses operational effects of the May 2014 Project and F-B LGA. Operation of the project is not expected to impact children's safety. During operation, the Fresno to Bakersfield Section HSR, including the F-B LGA, would have beneficial effects on air quality because reduced traffic congestion would lower emissions. Operation of the Fresno to Bakersfield Section HSR with the F-B LGA would benefit children's health as a result of improvements in air quality throughout the HSR project area, including the study area for the F-B LGA.

Refer to Appendix 3.12-C of the Fresno to Bakersfield Section Final EIR/EIS which explains that the HSR project would not affect products or substances (i.e., water, soil, and food) that a child is likely to ingest, use, be exposed to, or come in contact with. The analysis contained in the Draft Supplemental EIR/EIS confirms these findings for the F-B LGA. For a detailed list of environmental elements with potential impacts during construction or operation of the HSR project, discussions of these impacts, and descriptions of how the impacts relate to children's health and safety, refer to the following tables in Section 3.0, Environmental Consequences, in Appendix 3.12-C of the Final EIR/EIS:

- Table 3.12-C6: Construction Impacts on Children's Health and Safety

I072-1

- Table 3.12-C7: Project Impacts on Children's Health and Safety

- Table 3.12-C8: Station and HMF Impacts on Children's Health and Safety

I072-2

Refer to Standard Response FB-LGA-Response-S&S-01: Mitigating the Exposure to Valley Fever.

The commenter, a gastroenterologist in Bakersfield, indicates that a patient of his, also a student at Bethel Christian School, is affected by Valley Fever and other respiratory problems. The commenter refers to requests made by Carol Bender (RN/Public Health Nurse) that information on Valley Fever be considered and included in the Supplemental EIR/EIS.

The commenter cites the Authority's acknowledgement that wetting soil increases spore growth, as well as the Authority's commitment to keeping soil moist during construction to prevent the spread of spores, which occurs when soil is dry. The commenter expresses concern for health and safety due to spore spread after construction has ended and the soil dries.

The commenter notes that mitigation measures are in place to protect workers, but expresses concern that the Authority has not addressed relocation for individuals who have high medical risk factors for disseminated coccidioidomycosis, or those individuals who desire to live in an area that would have a lower risk factor than a hyperendemic HSR construction zone.

Section 3.11 of the Draft Supplemental EIR/EIS (page 3.11-18) discusses Valley Fever and provides construction-period mitigation measures to reduce potential impact from Valley Fever to those with direct exposure to disturbed soils: the construction workers

Response to Submission I072 (Anil Mehta, January 9, 2018) - Continued

I072-2

developing the project. Measures implemented to reduce impacts to construction workers would extend to reduce indirect impacts to the rest of the communities living and working in the vicinity of HSR construction corridors.

I072-3

The commenter states that the excavation and drilling associated with the construction of the F-B LGA would significantly worsen the poor air quality near Bethel Christian School in Bakersfield. Section 3.3.5.2 of the Draft Supplemental EIR/EIS includes a discussion of construction emissions and associated air quality impacts resulting from the F-B LGA. Mitigation Measures AQ-MM #1 through and AQ-MM #6, as reflected in Section 3.3.8.1 of the Draft Supplemental EIR/EIS, would reduce adverse air quality effects related to construction.

I072-4

The commenter indicates that the Supplemental EIR/EIS omitted Bethel Christian School from the list of impacted schools in Appendix 3.12-C Effect on Children Health and Safety. A review of Appendix 3.12-C revealed that Bethel Christian School had inadvertently been omitted from Table 3.12-C-2, Schools in the Study Area for the F-B LGA. This mistake has been rectified and revisions to Appendix 3.12-C of the Final Supplemental EIR (refer to Chapter 16) have been made to include Bethel Christian School in Table 3.12-C-2. Refer to Chapter 16 of this Final Supplemental EIR.

It should be noted that throughout the Draft Supplemental EIR/EIS (Section 3.4, Noise and Vibration, Table 3.4-21; Section 3.10, Hazardous Materials and Wastes, Table 3.10-2; Section 3.11, Safety and Security, Table 3.11-3; Section 3.12, Socioeconomics and Communities, page 3.12-34; and Section 3.16, Aesthetics and Visual Resources, page 3.16-82), Bethel Christian School is disclosed as being near the F-B LGA footprint and is included in the analysis of environmental impacts on schools. In the Supplemental Community Impact Assessment Technical Report for the F-B LGA in Table B-56, Bethel Christian School is listed as a Religious Facility rather than a school. This has also been corrected. When mitigation is indicated for school impacts and where implementation of such mitigation is applicable and warranted, Bethel Christian School is included in the analysis.

I072-4

Submission I073 (Stephen Montgomery, December 28, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #230 DETAIL

Status : Action Pending
Record Date : 1/2/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 12/28/2017
Submission Method : Project Email
First Name : Stephen
Last Name : Montgomery
Professional Title :
Business/Organization :
Address : 2115 1st Street
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93304-2707
Telephone : 661-496-6585
Email : samonty@pacbell.net
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I073-1

The proposed site, F St. at Golden State is not satisfactory.

It violates best practices and from an urban planning standpoint the Truxtun downtown site is far more practical.

Let's not repeat past mistakes of siting assets in less than satisfactory places for no better reason than it enhances the property values of some developer. Let's do the right thing and follow best practices.

Stephen A. Montgomery
 2115 1st Street
 Bakersfield CA 93304-2707
 661-496-6585

EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I073 (Stephen Montgomery, December 28, 2017)

I073-1

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I074 (Terry Moore, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #409 DETAIL

Status : Action Pending
Record Date : 1/17/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Terry
Last Name : Moore
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : trm1992@icloud.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I074-1

I want the high speed rail station at Truxtun Ave location.

Sent from my iPhone
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I074 (Terry Moore, January 16, 2018)

I074-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I001 (Donna Nelson, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #398 DETAIL

Status : Action Pending
Record Date : 1/17/2018
Response Requested :
Affiliation Type : Individual
Interest As : Business and/or Organization
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Donna
Last Name : Nelson
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : donnanotary@yahoo.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I001-1

I agree that should the high-speed rail be built, the station in Bakersfield should be on Truxtun.

Donna D Nelson

Sent from Donna's iPad

EIR/EIS Comment : Yes

Official Comment Period : Yes

Response to Submission I001 (Donna Nelson, January 16, 2018)

I001-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I002 (Astrid Nelson, November 11, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #152 DETAIL

Status : Action Pending
Record Date : 11/11/2017
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 11/11/2017
Submission Method : Website
First Name : Astrid
Last Name : Nelson
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Goleta
State : CA
Zip Code : 93117
Telephone :
Email : astarid@yahoo.com
Email Subscription :
Cell Phone :
Add to Mailing List : No
Stakeholder Comments/Issues :

I002-1 | Please don't waste good money building new track and stations when there is perfectly good examples of both already available
EIR/EIS Comment : Yes
Official Comment Period :

Response to Submission I002 (Astrid Nelson, November 11, 2017)

I002-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I003 (Josh Nord, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #403 DETAIL

Status : Action Pending
Record Date : 1/17/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Josh
Last Name : Nord
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : joshnord01@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I003-1

I would like the station to be located on Truxtun. Thank you.

Josh
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I003 (Josh Nord, January 16, 2018)

I003-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I004 (Pissed Off, November 11, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #146 DETAIL	
Status :	Action Pending
Record Date :	11/11/2017
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	11/11/2017
Submission Method :	Website
First Name :	Pissed
Last Name :	Off
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	93309
Telephone :	
Email :	stupidpeopleannoyme1@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	
I004-1	i would like to see this project get done sometime in my lifetime. it has been WAY TOO LONG now and nothing seems to be getting done just set backs. Get on with it already!!!
EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I004 (Pissed Off, November 11, 2017)

I004-1

Refer to Standard Response FB-LGA-Response-General-07: General Support of HSR.

Submission I005 (Lawrence Okumoto, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #447 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Website
First Name : Nadine
Last Name : Roberson
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93306
Telephone :
Email : nadine3213@yahoo.com
Email Subscription :
Cell Phone :
Add to Mailing List : No
Stakeholder Comments/Issues :
 I005-1 | Have Bakersfield rail station located at Truxton Ave.
 in Bakersfield
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I005 (Lawrence Okumoto, January 16, 2018)

I005-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I006 (Mark Patton, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #343 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Mark
Last Name : Patton
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : map@engelengineers.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I006-1 | The station needs to be on Truxton avenue, not Golden state.

Mark
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I006 (Mark Patton, January 16, 2018)

I006-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I007 (Tom Pavich, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #349 DETAIL	
Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Tom
Last Name :	Pavich
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	
Telephone :	661-703-0922
Email :	tpavich@aol.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	
I007-1	<p>I am a resident of Bakersfield. I would prefer that the station be built downtown at Truxtun vs. the F St. Location.</p> <p>Tom Pavich 661.703.0922</p>
EIR/EIS Comment :	Yes
Official Comment Period :	Yes
Attachments :	349_Pavich_email_011618_Attachment.pdf (651 kb)



CALIFORNIA High-Speed Rail Authority

PUBLIC NOTICE

NOTICE OF AVAILABILITY/NOTICE OF PUBLIC HEARING

California High-Speed Rail –

Fresno to Bakersfield Project Section:

DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT

PROPOSED PROJECT AND LOCATION

The Fresno to Bakersfield Project Section (F-B) Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) considered several alternatives between the cities of Fresno and Bakersfield and ultimately identified a Preferred Alternative from the Fresno high-speed rail station to the Bakersfield high-speed rail station to Oswell Street in Bakersfield. The California High-Speed Rail Authority (Authority) Board of Directors (Board) certified the Fresno to Bakersfield Section Final EIR/EIS in May 2014. The Preferred Alternative identified by the Authority Board consists of portions of the BNSF Alternative in combination with the Corcoran Bypass, Allensworth Bypass, and Bakersfield Hybrid alternatives. In Bakersfield, the Preferred Alternative included a station that would be constructed at the corner of Truxtun and Union Avenues/State Route 204, as well as a maintenance of infrastructure facility (MOIF) that would lie along the alignment just north of the City of Bakersfield and 7th Standard Road. The Board only approved a portion of the alignment extending from downtown Fresno to approximately 7th Standard Road (a point north of Bakersfield). Therefore, the Board did not approve a location for the portion of the alignment that extended into Bakersfield. The FRA, in August 2014, approved the entire Preferred Alternative from the Fresno Station to Oswell Street in Bakersfield.

PROJECT DEVELOPMENT

The City of Bakersfield filed a lawsuit challenging the Board's approvals under the California Environmental Quality Act (CEQA). In a Settlement Agreement reached in December 2014 the City of Bakersfield and the Authority agreed to work together to develop and study a new alternative for the Bakersfield portion of the project that would be acceptable to the City and meet the Authority's design requirements. The Fresno to Bakersfield Locally Generated Alternative (F-B LGA) evolved from this mutual cooperation and subsequent public input. The Authority has also worked with the City of Shafter to include in the F-B LGA a new design for the alignment within Shafter. The F-B LGA extends from Poplar Avenue north of Shafter, continues on retained fill through the City of Shafter, and transitions to elevated structure (viaduct) into the City of Bakersfield. In Bakersfield, the high-speed rail station associated with the F-B LGA would be located at the intersection of F Street and State Route 204 (Golden State Avenue).

The Authority and the FRA have prepared a Supplemental EIR/EIS for the F-B Project Section. The Supplemental EIR/EIS evaluates the environmental and community impacts associated with the F-B LGA and compares the potential impacts of the F-B LGA to the impacts identified for the corresponding portion of the Preferred Alternative (May 2014 Project). For the purposes of the Supplemental EIR/EIS, the May 2014 Project consists of the following portions of the Preferred Alternative: the BNSF Alternative from Poplar Avenue to Hageman Road, and the Bakersfield Hybrid Alternative from Hageman Road to Oswell Street.

ANTICIPATED IMPACTS

Significant pre-mitigation environmental effects resulting from the F-B LGA are anticipated in the following resource areas: transportation (project impacts); air quality (construction impacts); noise and vibration (construction and project

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Submission I007 (Tom Pavich, January 16, 2018) - Continued

impacts); biological resources and wetlands (construction and project impacts); hydrology and water resources (project impacts); geology, soils, seismicity, and paleontology (construction impacts); hazardous materials and wastes (construction impacts); safety and security (project impacts); socioeconomic and communities (project impacts); agricultural lands (project impacts); parks, recreation, and open space (construction and project impacts); aesthetics and visual resources (construction and project impacts); cultural resources (construction impacts); and environmental justice (construction and project impacts). These are the impacts known at the time of study. Additional issues may arise in the public and public agency review period that will be addressed in a response to comments.

HAZARDOUS WASTE SITES

The F-B LGA and the May 2014 Project would cross several sites on hazardous waste lists enumerated under Section 65962.5 of the California Government Code. For the F-B LGA, one site that fits the criteria for Section 65962.5(a)(4) was identified. The identified site is included in the 149 sites of potential environmental concern (PEC) that were reviewed during the baseline conditions assessment for all sites with the potential to affect the F-B LGA study area negatively. The one site is the 15-acre Brown and Bryant site at 135 Commercial Drive in Shafter (PEC Site 22), which operated from 1955 to 1989 as a manufacturing, blending, and packaging/re-packaging facility for pesticides, insecticides, herbicides, fumigants, defoliants, and fertilizers. This site is currently an open remediation case with oversight by Department of Toxic Substances Control. Of the two PEC sites identified in the May 2014 Project, neither fits the criteria for Section 65962.5(a)(4).

PUBLIC REVIEW PERIOD

The Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS is being made available to the public for a **60-day review and comment period** in accordance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). During the 60-day comment period, written comments may be submitted in the following ways:

- Via mail to "Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS Comment," 770 L Street, Suite 620 MS-1, Sacramento, CA 95814;
- Through the Authority's website (www.hsr.ca.gov); or
- Via email to Fresno_Bakersfield@hsr.ca.gov with the subject line "Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS Comment."

The comment period is from November 9, 2017 to January 16, 2018. Comments must be received electronically, or postmarked, on or before January 16, 2018.

The information in the Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS and the comments received will be taken into account by the Authority and FRA when they consider whether to approve the May 2014 Project or the F-B LGA from south of Poplar Avenue (north of Shafter) to Oswell Street (in Bakersfield). The Authority and FRA will prepare a Fresno to Bakersfield Project Section Final Supplemental EIR/EIS, which will include responses to comments received and a description of the preferred alignment and station location.

PUBLIC HEARING

The Authority and FRA invite you to attend the public hearing that has been scheduled on **December 19, 2017** to receive public and public agency comments on the Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS. The hearing is scheduled from **3:00 p.m. to 8:00 p.m.** at **Bakersfield Marriott Hotel, 801 Truxtun Avenue**, Bakersfield, California. The public hearing will provide an opportunity for members of the public formally to submit an oral comment on the Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS. Written comments also may be submitted at the hearing. Interpreters at español estarán en la reunión. The meeting facility is accessible for persons with disabilities. All requests for reasonable accommodations and/or language services must be submitted 72 hours in advance of the scheduled meeting date. Please contact the public outreach team at (888) 481-2772 or call the California Relay Service at 711. All public hearings will be wheelchair accessible. Please check the Authority website (www.hsr.ca.gov), for more information, including up-to-date information on the planned hearing.

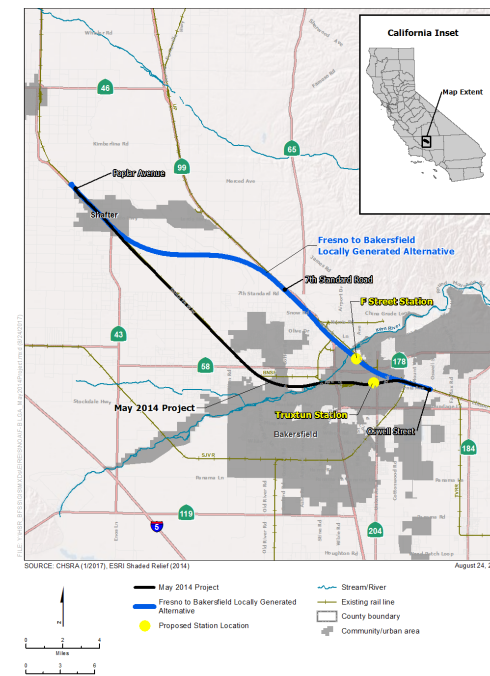
COPIES OF THE DRAFT SUPPLEMENTAL EIR/EIS

Visit the Authority website (www.hsr.ca.gov) or the FRA website (www.fra.dot.gov) to view and download the Fresno to Bakersfield Project Section Final EIR/EIS and Draft Supplemental EIR/EIS. The Authority website also contains technical reports that inform the Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS. You may also

request a CD-ROM of the Fresno to Bakersfield Project Section Final EIR/EIS and Draft Supplemental EIR/EIS by calling (888) 481-2772. Printed copies of the Fresno to Bakersfield Project Section Final EIR/EIS and Draft Supplemental EIR/EIS have been placed at the following public libraries: Kern County Library, Beale Memorial Library (701 Truxtun Avenue, Bakersfield, CA); Kern County Library, Shafter Branch (236 James Street, Shafter, CA); Kern County Library Baker Branch (1400 Baker Street, Bakersfield, CA); and Kern County Library, Rathbun Branch (200 West China Grade Loop, Bakersfield, CA). The Executive Summary is available in Spanish upon request.

Printed copies of the Fresno to Bakersfield Project Section Draft Final EIR/EIS and Supplemental EIR/EIS and the associated technical reports also are available for review during business hours (8:00 A.M. to 5:00 P.M.) at the Authority's offices at 770 L Street, Suite 620 MS-1, Sacramento, CA and at 1111 H Street, Fresno, CA.

The Authority does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities.



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Response to Submission I007 (Tom Pavich, January 16, 2018)

I007-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I008 (Becky Pedersen, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #324 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Becky
Last Name : Pedersen
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code :
Telephone :
Email : rrpcd@yahoo.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I008-1

I am a resident of Bakersfield and would prefer the station be located at the Truxtun Ave. location. The already established Amtrak station located on Truxtun Ave. makes the most sense in my opinion. Thank you for taking my thoughts into consideration.

Becky Pedersen
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I008 (Becky Pedersen, January 16, 2018)

I008-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I009 (Lillian Pentz, November 15, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #153 DETAIL

Status : Action Pending
Record Date : 11/15/2017
Response Requested : Yes
Affiliation Type : Individual
Interest As : Individual
Submission Date : 11/15/2017
Submission Method : Website
First Name : Lillian
Last Name : Pentz
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Upland
State : CA
Zip Code : 91784
Telephone : 9097029955
Email : pentzpantry@yahoo.com
Email Subscription : Locally Generated Alternative (Bakersfield)
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues :

I009-1 | The locally generated route makes a lot more sense than the hybrid route. This LGA Route will eliminate some businesses that need to be demolished to revitalize Bakersfield. The old hybrid route was going to take out Bakersfield High School, which is a Bakersfield icon. This new plan will also be closer to all the medical facilities that have been built along Chester Ave. This LGA Route is much superior to the old route and I enthusiastically endorse it.
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I009 (Lillian Pentz, November 15, 2017)

I009-1

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission I010 (Marco Perez, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #339 DETAIL	
Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Marco
Last Name :	Perez
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	perezdowling@outlook.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I010-1 | Sent from my iPhone
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I010 (Marco Perez, January 16, 2018)

I010-1

"Sent from my iPad" is not a comment.

Submission I011 (Steve Perry, December 20, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #198 DETAIL

Status : Action Pending
Record Date : 12/20/2017
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 12/20/2017
Submission Method : Website
First Name : Steve
Last Name : Perry
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93306
Telephone : 661-303-9824
Email : tlp_sbp@yahoo.com
Email Subscription : Bakersfield to Palmdale
, Locally Generated Alternative (Bakersfield)
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues :

I011-1 | Although the F st route impacts less on the city now, the benefits overall of having a station in the most advantages location, in the center of town, will eventually be the best to serve our City, i feel that the GET bus Station should be relocated in that general area, possible replacing the blight of multiple empty, or seldom used buildings on the south side of the current Amtrak Station, and east of Q st.
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I011 (Steve Perry, December 20, 2017)

I011-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I012 (Josh Pierce, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #390 DETAIL

Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Josh
Last Name :	Pierce
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	piercejosh@hotmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I012-1 | STATION ON TRUXTUN

Sent via the Samsung Galaxy S7, an AT&T 4G LTE smartphone

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I012 (Josh Pierce, January 16, 2018)

I012-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I013 (Lucia Platero, November 28, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #169 DETAIL	
Status :	Action Pending
Record Date :	12/1/2017
Response Requested :	Yes
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	11/28/2017
Submission Method :	Program Info Line
First Name :	Lucia
Last Name :	Platero
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	
Telephone :	661-829-4741
Email :	
Email Subscription :	
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	

I013-1 | Yes, hi, hello there, this is Lucia and the last name is Platero, I'm calling to make a request if I could for a sign language interpreter to be provided. I am a deaf lady and this is for December 19th and that is for the meeting that is being held here, let's see here, I'm trying to get the information, it's December 19th and that is at 3 PM 'til 8 PM ok, I'm calling about the sign language interpreter to be there, I see here that it looks like it's going to be a regional event and I am from Crowell and I'm not sure what to do with the house I don't know if I'm going to have to move out or what I need to do. So, please get in touch with me, my number here is 661-829-4741 again that number is 661-829-4741. Ok, I looked at the review and I see the map here and based on the map I'm not sure of the location for Bakersfield to Seven Stanford over to Croswell area, there's like a line there, and I know that's set for the High-Speed train, ok, and I'm not sure what's going to happen in that area. How is this progressing? So, please let me know about the sign language interpreter. Thank You. Message has been left through interpreter 6425 through Sorenson.

EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I013 (Lucia Platero, November 28, 2017)

I013-1

The commenter requested that a sign language interpreter be present at the Public Hearing held on December 19, 2017 in Bakersfield. The Authority arranged for two American Sign Language interpreters to interpret at the Public Hearing.

The commenter also suggests that her house may be affected by the project. The Authority would acquire the land of property owners whose land is directly affected by the project in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. sec. 4601 et seq.) (Uniform Act). The Uniform Act establishes minimum standards for treatment and compensation of individuals whose real property is acquired for a federally funded project. For more information on the Uniform Act, see Appendix 3.12-A of the Fresno to Bakersfield Section Final EIR/EIS and FB-Response-SO-01 of the Fresno to Bakersfield Section Final EIR/EIS. Information about acquisition, compensation, and relocation assistance is also available on the Authority's website, please see, *Your Property, Your High-Speed Rail Project* (Authority 2013).

Submission I014 (Deborah Porter, Retired, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #441 DETAIL	
Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Website
First Name :	Deborah
Last Name :	Porter
Professional Title :	Administrative Assistant VI
Business/Organization :	Retired
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93304
Telephone :	661 834-1254
Email :	no-wimps@sbcglobal.net
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	

I014-1 | The only logical location for the high speed rail line is on Truxtun Avenue in downtown Bakersfield. The city infrastructure is already in place to support it at that location. The F street location is NOT the best location for the people of Bakersfield, it is the worst. The station belongs downtown on Truxtun.

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I014 (Deborah Porter, Retired, January 16, 2018)

I014-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I015 (Bernadetta Rickard, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #310 DETAIL

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Website
First Name :	Bernadetta
Last Name :	Rickard
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93301
Telephone :	
Email :	brickard@bak.rr.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	

I015-1 |

I recommend the Truxtun location for the station
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I015 (Bernadetta Rickard, January 16, 2018)

I015-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I016 (Julie Riegel, November 20, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #186 DETAIL	
Status :	Action Pending
Record Date :	12/15/2017
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	11/20/2017
Submission Method :	Project Email
First Name :	Julie
Last Name :	Riegel
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	riegelcom@aol.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I016-1 | As a long time resident of Bakersfield, I am wholeheartedly against the Golden State/F Street Bullet Train station. Please do not allow this. Another assault on one of our heritage areas.

Julie Clerou

Sent from my iPhone

EIR/EIS Comment : Yes

Official Comment Period : Yes

Response to Submission I016 (Julie Riegel, November 20, 2017)

I016-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I017 (Julie Riegel, December 20, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #208 DETAIL

Status : Action Pending
Record Date : 12/20/2017
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 12/20/2017
Submission Method : Project Email
First Name : Julie
Last Name : Riegel
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State :
Zip Code : 93301
Telephone :
Email : riegelcom@aol.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

To Whom It May Concern:

I017-1 | I'm hoping that "F" Street is not chosen for the HSR station. It makes no sense given its distant location to downtown and the historic nature of residential area known as Westchester. Truxtun Avenue is far more appropriate because of its proximity to downtown businesses, commercial buildings and entertainment venues.

I017-2 | We've suffered enough with poor City planning and the self interest demonstrated by some commercial land owners.

I017-3 | PLEASE help us stop the HSR station at "F" Street in Bakersfield.

Julie Riegel
 Bakersfield, CA 93301

Sent from my iPhone
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I017 (Julie Riegel, December 20, 2017)

I017-1

Refer to Standard Response FB-LGA-Response-GENERAL-04: Impacts to the Westchester Neighborhood Southwest of the F Street Station, FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

There are no National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR)-eligible historic properties within the northern part of the Westchester neighborhood. The buildings on these parcels, which are bordered by Golden State Frontage and Elm Street were less than 50 years old at the time of survey in 2015, requiring no further study. The F-B LGA project does not have the potential to affect any of the characteristics that could qualify the rest of the Westchester neighborhood for eligibility in the NRHP or CRHR, and therefore, the remainder of the tract is outside the F-B LGA Built Environment Area of Potential Effect. Also refer to Chapter 3.17-A, the Section 106 Programmatic Agreement, Attachment B, "Area of Potential Effects Delineation"; Section 3.13 for Land Use impacts analysis; and Section 3.16 for Visual and Aesthetics impacts analysis.

I017-2

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

I017-3

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I018 (Douglas Rife, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #395 DETAIL

Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Douglas
Last Name :	Rife
Professional Title :	
Business/Organization :	
Address :	102 Serve Ln
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	
Telephone :	
Email :	pahlavan46@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I018-1	I am a Bakersfield resident. The High Speed Rail station in Bakersfield needs to be located on TRUXTON AVENUE.
--------	--

Douglas Rife	
102 Serve Ln	
Bakersfield, CA	
EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I018 (Douglas Rife, January 16, 2018)

I018-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I019 (Frank Ripepi, November 27, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #185 DETAIL	
Status :	Action Pending
Record Date :	12/15/2017
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	11/27/2017
Submission Method :	Project Email
First Name :	Frank
Last Name :	Ripepi
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	661-327-5429
Email :	frankrip@sbcglobal.net
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I019-1 | I support the F Street High-Speed Rail Alignment in Bakersfield. I believe it will revitalize an already blighted area of town and increase economic prosperity in a town that is destined for despair.

Frank Ripepi

6613275429

EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I019 (Frank Ripepi, November 27, 2017)

I019-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I020 (Frank Ripepi, November 22, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #157 DETAIL	
Status :	Action Pending
Record Date :	11/22/2017
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	11/22/2017
Submission Method :	Website
First Name :	Frank
Last Name :	Ripepi
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93304
Telephone :	
Email :	frankrip@sbglobal.net
Email Subscription :	Bakersfield to Palmdale , Central Valley
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	
I020-1	I support the F Street High-Speed Rail Alignment in Bakersfield. I believe it will revitalize an already blighted area of town and increase economic prosperity in a town that is destined for despair.
EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I020 (Frank Ripepi, November 22, 2017)

I020-1

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives, FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I021 (Nadine Roberson, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #447 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Website
First Name : Nadine
Last Name : Roberson
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93306
Telephone :
Email : nadine3213@yahoo.com
Email Subscription :
Cell Phone :
Add to Mailing List : No
Stakeholder Comments/Issues :
Have Bakersfield rail station located at Truxton Ave.
in Bakersfield
EIR/EIS Comment : Yes
Official Comment Period : Yes

I021-2,1 |

Response to Submission I021 (Nadine Roberson, January 16, 2018)

I021-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I022 (Sharon Robison, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #332 DETAIL	
Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Sharon
Last Name :	Robison
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	robison2244@sbcglobal.net
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I022-1

I think it should be on Truxtun Ave
Sent from my iPhone
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I022 (Sharon Robison, January 16, 2018)

I022-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I023 (LuAnn Roo, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #428 DETAIL

Status : Action Pending
Record Date : 1/19/2018
Response Requested : No
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Program Info Line
First Name : LuAnn
Last Name : Roo
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code :
Telephone : 661-444-7997
Email :
Email Subscription :
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues :

I023-1 | My name is LuAnn Roo, I live in Bakersfield, California, I'm an individual, taxpayer, and I believe that we should have the train stopping on Truxtun Avenue, not any place else, uhm, its a waste of money otherwise. My number is area code 661-444-7997, thank you.
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I023 (LuAnn Roo, January 16, 2018)

I023-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I024 (Barbara Russell, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #353 DETAIL	
Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Website
First Name :	Barbara
Last Name :	Russell
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93301
Telephone :	6613234806
Email :	barbielee3@juno.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	

I024-1 | I would like to voice my objection to the high speed rail station in Bakersfield being placed at F street .

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I024 (Barbara Russell, January 16, 2018)

I024-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I025 (Sherry Russell, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #340 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Sherry
Last Name : Russell
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code :
Telephone :
Email : trussell2@bak.rr.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I025-1 |

Hello,
I would like to say that I think the Bakersfield station would be best suited at the Truxtun location.
Thank you,
Sherry Russell
Bakersfield CA

Sent from my iPhone
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I025 (Sherry Russell, January 16, 2018)

I025-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I026 (Miguel Salcedo, December 14, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #192 DETAIL

Status : Action Pending
Record Date : 12/15/2017
Response Requested : No
Affiliation Type : Individual
Interest As : Business and/or Organization
Submission Date : 12/14/2017
Submission Method : Program Info Line
First Name : Miguel
Last Name : Salcedo
Professional Title :
Business/Organization :
Address : 2805 Edison Hwy
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code :
Telephone :
Email :
Email Subscription :
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues :

I026-1 | Hello my name is Miguel Salcedo, uh, that's from Bakersfield, 2805 Edison Hwy. My phone number is 510 the area 993-5748 again my number is 510 the area 993-5748 and uh, and like to attend to the meeting to the 19th. Thank you very much and I see you on Tuesday 19th in Bakersfield. Again my name is Miguel Salcedo, 2805 Edison Hwy and my phone number 510 the area 933-5748, thank you very much.
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I026 (Miguel Salcedo, December 14, 2017)

I026-1

The Authority appreciates the commenter's interest in the project.

Submission I027 (John Sanders, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #305 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : John
Last Name : Sanders
Professional Title : Assistant Controller
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone : 661.695.5175
Email : jsanders@worklogichr.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

To Whom It May Concern:

- I027-1 I am writing to provide formal comments in response to the Fresno to Bakersfield Locally Generated Alignment draft EIR/EIS. With respect to the draft EIR/EIS, my position can be summarized as follows: I support the May 2014 Project (known as the hybrid alignment) with a station at Truxtun Avenue and oppose the Locally
- I027-2 Generated Alignment with a station at F Street. If the Locally Generated Alignment is ultimately selected, I would like the station location at a location other than F Street and Golden State Avenue (preferably in Old Town Kern in the vicinity of Sumner Street between Beale and Baker).
- I027-3 1) First, I am concerned about the lack of an intermodal rail connection with the existing San Joaquin Amtrak. Recognized as a high-speed rail best practice, California is actively building and expanding intermodal rail stations in San Francisco, San Jose, Los Angeles, and Anaheim that will serve as critical transfer points and offer feeder rail services for the high-speed rail system. It is critical that the multimodal rail connection linking the Hybrid alignment and high-speed rail station with the Bakersfield Amtrak be preserved. We know from all international best practices that there is a synergistic network effect when combine rail systems into a common intermodal station and that the ridership and economic activity generated from these intermodal connections are greater than the sum of their individual parts. I also support the Hybrid alignment and the Truxtun Station because it is located within walking distance of the downtown area including multiple hotels, the convention center, Rabobank Arena, many government office buildings, a federal courthouse, the Maya Theater complex, Bakersfield's Ice Center, and McMurtrey Aquatic Center. The Mill Creek Linear Park, an active transportation facility linking to the Truxtun Station site further enhances its walk- and bike -ability. It is clear that the Truxtun Station site offers the best opportunity for transit oriented development and to serve as a catalyst for economic development for the Bakersfield metropolitan region.
- I027-4

- I027-5 2) Second, I am concerned about the significant distance and lack of walkability between the F Street Station and downtown destinations. An F Street Station is very far from Bakersfield's downtown core. Unlike the Truxtun Station which prioritizes active and public transportation modes, the F Street Station site by location and design prioritizes auto mobility with a park-and-ride setup that is surrounded by parking, overpasses, interchanges, and taxi/Transportation Network Company loading zones.
- I027-6 In light of #1 and #2, the impacts of vehicular and motorized traffic connecting between an F Street Station and Amtrak, the Convention Center, and Rabobank Arena have not been (and must be) studied. The F Street Station placement not only results in a distant, less convenient, auto-oriented station location, it is also not walkable to large regional downtown convention and sporting facilities. Traffic between F Street and Rabobank Arena, the Convention Center, and Amtrak will add traffic congestion downtown and air emissions in the San Joaquin Valley.
- I027-7 3) Third, I am concerned about the adverse impacts the locally generated alignment will have on Old Town Kern with an elevated viaduct over Sumner Street. Old Town Kern represents a critical historic yet struggling low-income community that will forever be changed if an elevated viaduct bisects this vestige of Kern County history. The Hybrid alignment was far less destructive passing to the South of this neighborhood rather than through it. With that being said, if LGA is selected as the final alignment, I would strongly urge the CHSRA and FRA to place the Bakersfield Station in Old Town Kern and not at F Street. Placing the station between Baker and Beale streets in Old Town would mitigate the adverse impacts of the elevated viaduct bisecting this neighborhood and allow for an intermodal rail connection where the BNSF railroad tracks converge with the LGA alignment. This would allow for a second Amtrak connect at an Old Town Kern high-speed rail station allowing a cross platform transfer. This would be similar to the Amtrak's Capitol Corridor which has two stations, one at Jack London Square and a second station at the Oakland Colosseum/Airport.
- I027-8

Thank you for considering these comments.

John Sanders
 Assistant Controller
 [Building]
 800.828.4187 Toll Free
 661.695.5175 Direct
 661.695.5875 Fax

[WorkLogicBuilding]
 worklogicHR.com<<http://www.worklogichr.com>>

[Facebook]<<https://www.facebook.com/worklogichr>>[Twitter]<<https://www.twitter.com/worklogichr>>[LinkedIn]<<https://www.linkedin.com/company/worklogic-hr>>[Instagram]<<https://www.instagram.com/worklogic-hr>>[Yelp]<<https://www.yelp.com/biz/worklogic-hr-bakersfield>>

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Submission I027 (John Sanders, January 16, 2018) - Continued

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EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I027 (John Sanders, January 16, 2018)

I027-1

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

I027-2

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

The commenter suggests a station in Old Town Kern “in the vicinity of Baker and Beale streets” rather than F Street.

In response to this request, a feasibility study (Authority 2018) was conducted to determine whether a station between Baker and Beale streets in Old Town Kern would be practicable.

The following is a list of CHSR Technical Memorandum (TM) used to evaluate station sites.

- TM 2.1.3 Turnouts and Station Tracks
- TM 2.2.4 Station Platform Geometric Design

As defined in the TMs, the length of the station platform is 1,400 feet long and a minimum of 117 feet wide. The station tracks that service the platforms connect to the mainline tracks at a minimum of 2,450 feet from the center of the platform. In addition, there are high-speed crossovers each side of the station track turnouts. These turnouts and crossovers must be located on tangent (straight) track, and cannot be within 1,300 feet of a horizontal curve.

Engineering

The Old Town Kern station as described by the commenter would be infeasible in terms of engineering for the following reasons:

- Mainline alignments would need to be moved south to allow edge of the HSR platform to be 15 feet from UPRR right-of-way line. A distance of 15 feet is required as

I027-2

maintenance easement along aerial structures. Additionally, moving the alignment would impact all properties south of Sumner Street, as well as all properties south of the F-B LGA alignment between Chester Avenue and Miller Street.

- Further, the distance along the alignment between Baker Street and Beale Avenue is only 975 feet, which is 425 fewer feet than required by the CHSR TM as noted above. There is a horizontal spiral between Baker Street and Beale Avenue, which means that the station track turnouts would need to be placed north around the curve. This would add approximately 8,350 feet of additional viaduct. Station tracks to the east would begin approximately at Miller Street.
- Finally, the area between Baker Street and Beale Avenue and 19th Street and Kentucky Street minus the Union Pacific Railroad property is approximately 24 acres. The F Street Station site is 44 acres. Vehicular access to the site would be difficult and would require significant modification to City of Bakersfield arterial and collector roadways.

Environmental

The Old Town Kern station as described by the commenter would be infeasible in terms of environmental resources for the following reasons:

- The proposed station location along Sumner Street between Baker Street and Beale Avenue would displace several commercial businesses, including Pyrenees French Bakery, Luigi's, and Arizona Café. This site would also displace The Mission at Kern County (homeless shelter), Bakersfield Fire Station No. 2, and the U.S. Post Office building at 727 Kentucky Street.
- The Baker-Beale site as proposed has a high sensitivity for historical archaeological deposits, and contains two known historic properties (former SPRR, now UPRR, Rail

Response to Submission I027 (John Sanders, January 16, 2018) - Continued

I027-2

Depot and the Fire Station). Placement of a station footprint here would cause a direct adverse effect to both properties.

- Further, a station located at the Baker-Beale site would likely have a much longer footprint extending in both directions along the centerline. Therefore, it is very likely that other known historic properties would be adversely affected (specifically, Noriega's Traditional Cultural Property [TCP] and the Amestoy Hotel, and possibly the Kern Land Co Warehouse). The F-B LGA project made a considerable effort to avoid, minimize, and mitigate potential adverse effects of the HSR viaduct to the Noriega's TCP – an HSR station at this location would likely have more extensive adverse effects on this property and others in the area.
- Finally, a station at this location would require additional inventory and evaluation of built environment resources to the north and south, and possibly to the east and west as well, in areas that are outside the current APE. These areas are likely to reveal additional historic properties based on the age of this neighborhood and the presence of known historic properties.

I027-3

The City of Bakersfield Making Downtown Bakersfield Vision Plan (May 2018; Vision Plan) describes a phased effort to link the F Street Station and the Amtrak Station through the development of transit, bicycle, and pedestrian improvements to enable passengers to transfer from the HSR train to local commuter transit. These improvements include bus rapid transit (BRT) on Chester and California Avenues, a downtown shuttle, and mobility hubs at the Amtrak Station, HSR station, and the Golden Empire Transit Center. While these services are central to connecting the HSR station and downtown, they provide the added benefit of offering a new alternative form of transportation for non-HSR riders throughout downtown. The Vision Plan also proposes

I027-3

public realm improvements along three corridors to form a pedestrian friendly loop around the downtown area, connecting residential, commercial, and parks, and open space areas and activating the F Street station area.

I027-4

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station.

As discussed in Section 3.13 Station Planning, Land Use, and Development of the Draft Supplemental EIR/EIS, the land within the F Street Station site study area is currently developed with a mix of low-density commercial, residential, and industrial uses and vacant parcels. The Truxtun Avenue station location, conversely, is centrally located near the Rabobank Arena, Theater, and Convention Center, Marriott Hotel, and Amtrak station. While the Truxtun Avenue station location would provide an immediate direct connection to the Amtrak Station and existing downtown amenities, public benefits derived from future transit oriented development would be concentrated in a relatively small geographic area that is already developed, with little benefit to the rest of the city. The F Street Station site, however, offers opportunities for a comprehensive planning effort to revitalize the greater downtown area through the conversion of auto-oriented corridors to complete streets that prioritize the pedestrian, greater transit and multi-modal connectivity throughout downtown, and the revitalization of underutilized land.

I027-5

The City of Bakersfield Making Downtown Bakersfield Vision Plan (May 2018; Vision Plan) describes a phased effort to link the F Street Station and the Amtrak Station through the development of transit, bicycle, and pedestrian improvements to enable passengers to transfer from the HSR train to local commuter transit. These improvements include bus rapid transit (BRT) on Chester and California Avenues, a downtown shuttle, and mobility hubs at the Amtrak Station, HSR station, and the Golden Empire Transit Center. While these services are central to connecting the HSR station and downtown, they provide the added benefit of offering a new alternative form of transportation for non-HSR riders throughout downtown. The Vision Plan also proposes public realm improvements along three corridors to form a pedestrian friendly loop around the downtown area, connecting residential, commercial, and parks, and open

Response to Submission I027 (John Sanders, January 16, 2018) - Continued

I027-5

space areas and activating the F Street station area.

I027-6

While the Truxtun Avenue Station (May 2014 Project) would be located at an existing public transportation center and would be more convenient for Amtrak and bus riders, the Kern Council of Government Metropolitan Bakersfield Transit Center Study (Kern Council of Governments 2015), identified the proposed F Street Station as a possible location for a "Transit Center" in the City of Bakersfield due to anticipated growth and higher demand for transit service. It also identifies the need for connectivity of various existing and future transit service connections.

The HSR is a mode of transportation, not an attraction. The attractions mentioned by the commenter have their purpose that bring patrons (e.g., arena events, court dates, etc.). The HSR is simply the mode (like passenger car, bus, bike or walk) to convey the passage to the destination. Trips to and from the referenced existing facilities already exist. Currently, some of these trips may be long-distance trips where people are traveling to these destinations from far away cities. The HSR is a regional facility similar to airports and is not intended for local travel. As such, the passengers using HSR will be replacing inter-city long distance vehicle trips that would have otherwise have occurred without the project.

As discussed in Appendix 3.13-A, Land Use Plans, Goals, and Policies, of the Draft Supplemental EIR/EIS, the F Street Station was one of the 13 suitable transit center locations studied. Furthermore, the proposed F Street Station is approximately 1.5 miles from the Bakersfield Amtrak Station and would be designed as a multi-modal transportation hub that would maximize intermodal transportation opportunities, meeting overall project objectives consistent with the voter-approved Proposition 1A. The location of the F Street Station would complement existing public transportation, including local buses, intercity buses, and Amtrak trains.

As discussed in Chapter 2, F-B LGA Description, and Section 3.2, Transportation, of the Draft Supplemental EIR/EIS, it is expected that Amtrak San Joaquin rail service would likely adjust to function more in the role of a feeder service to the HSR system in the Bakersfield area, providing passengers with the opportunity to connect to cities not

I027-6

served by HSR. This is consistent with the 2008 San Joaquin Corridor Strategic Plan (Caltrans 2008), the 2013 California State Rail Plan (Caltrans 2013), the 2018 Draft California State Rail Plan (Caltrans 2017), and the California HSR Program Revised 2012 Business Plan (Authority 2012), as discussed in the Fresno to Bakersfield Section Final EIR/EIS. This assumption is also consistent with the 2016 California HSR Business Plan (Authority 2016) and the Draft 2018 California HSR Business Plan (Authority 2018), available for review on the Authority's website.

This would not preclude Amtrak or the City of Bakersfield from providing transit service to/from the proposed F Street Station. It should be pointed out that a spur connection, which is a secondary rail line branching off from the main route, was not evaluated as it was determined infeasible and did not satisfy HSR program objective of providing a high-speed rail system to improve intercity travel.

I027-7

The F-B LGA project technical studies identified five historic properties that meet National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) eligibility criteria within the project Area of Potential Effect (APE) in the area of East Bakersfield also known as Sumner, Kern City, or Old Town Kern (refer to FB LGA HASR). The F-B LGA project would not remove any NRHP/CRHR-eligible property in Old Town Kern and none of these historic properties would experience physical impacts, or direct adverse effects, under the F-B LGA project. The F-B LGA project would pose an indirect adverse visual effect to the historic property known as the Kern County Land Company Warehouse (MR#075, APN 014-350-09). Refer to Section 3.17.6.2 of the Draft Supplemental EIR/EIS for mitigation measures that address this indirect effect. Although the F-B LGA elevated structure would also be visible, or partly visible, from the other four historic properties identified in the APE in the Old Town Kern area, this visual change would not diminish the historically significant aspects or features of these properties. The analysis of effects for all historic properties is presented in the F-B LGA Supplemental Finding of Effects. Also refer to Section 3.12 of the Draft Supplemental EIR/EIS for Socioeconomics and Communities impacts analysis, and Section 3.16 for Aesthetics and Visual impacts analysis for information regarding other analysis of the elevated structure.

Response to Submission I027 (John Sanders, January 16, 2018) - Continued

I027-8

The commenter suggests a station in Old Town Kern “between Baker and Beale streets” rather than F Street.

In response to this request, a feasibility study (Authority 2018) was conducted to determine whether a station between Baker and Beale streets in Old Town Kern would be practicable.

The following is a list of CHSR Technical Memorandum (TM) used to evaluate station sites.

- TM 2.1.3 Turnouts and Station Tracks
- TM 2.2.4 Station Platform Geometric Design

As defined in the TMs, the length of the station platform is 1,400 feet long and a minimum of 117 feet wide. The station tracks that service the platforms connect to the mainline tracks at a minimum of 2,450 feet from the center of the platform. In addition, there are high-speed crossovers each side of the station track turnouts. These turnouts and crossovers must be located on tangent (straight) track, and cannot be within 1,300 feet of a horizontal curve.

Engineering

The Old Town Kern station as described by the commenter would be infeasible in terms of engineering for the following reasons:

- Mainline alignments would need to be moved south to allow edge of the HSR platform to be 15 feet from UPRR right-of-way line. A distance of 15 feet is required as maintenance easement along aerial structures. Additionally, moving the alignment would impact all properties south of Sumner Street, as well as all properties south of the F-B LGA alignment between Chester Avenue and Miller Street.
- Further, the distance along the alignment between Baker Street and Beale Avenue is

I027-8

only 975 feet, which is 425 fewer feet than required by the CHSR TM as noted above. There is a horizontal spiral between Baker Street and Beale Avenue, which means that the station track turnouts would need to be placed north around the curve. This would add approximately 8,350 feet of additional viaduct. Station tracks to the east would begin approximately at Miller Street.

- Finally, the area between Baker Street and Beale Avenue and 19th Street and Kentucky Street minus the Union Pacific Railroad property is approximately 24 acres. The F Street Station site is 44 acres. Vehicular access to the site would be difficult and would require significant modification to City of Bakersfield arterial and collector roadways.

Environmental

The Old Town Kern station as described by the commenter would be infeasible in terms of environmental resources for the following reasons:

- The proposed station location along Sumner Street between Baker Street and Beale Avenue would displace several commercial businesses, including Pyrenees French Bakery, Luigi's, and Arizona Café. This site would also displace The Mission at Kern County (homeless shelter), Bakersfield Fire Station No. 2, and the U.S. Post Office building at 727 Kentucky Street.
- The Baker-Beale site as proposed has a high sensitivity for historical archaeological deposits, and contains two known historic properties (former SPRR, now UPRR, Rail Depot and the Fire Station). Placement of a station footprint here would cause a direct adverse effect to both properties.
- Further, a station located at the Baker-Beale site would likely have a much longer footprint extending in both directions along the centerline. Therefore, it is very likely

Response to Submission I027 (John Sanders, January 16, 2018) - Continued

I027-8

that other known historic properties would be adversely affected (specifically, Noriega's Traditional Cultural Property [TCP] and the Amestoy Hotel, and possibly the Kern Land Co Warehouse). The F-B LGA project made a considerable effort to avoid, minimize, and mitigate potential adverse effects of the HSR viaduct to the Noriega's TCP – an HSR station at this location would likely have more extensive adverse effects on this property and others in the area.

- Finally, a station at this location would require additional inventory and evaluation of built environment resources to the north and south, and possibly to the east and west as well, in areas that are outside the current APE. These areas are likely to reveal additional historic properties based on the age of this neighborhood and the presence of known historic properties.

The commenter argues that this would mitigate the adverse impacts of an elevated viaduct bisecting the Old Town Kern neighborhood.

If a station were placed in Old Town Kern, not only would a viaduct be placed along the current alignment, but the station itself would then bisect if not completely displace the whole area proposed for consideration. Impacts would not be mitigated and would in fact be escalated.

The commenter also states that this station would allow for an intermodal rail connection where the BNSF tracks "converge" with the LGA alignment, allowing for a second Amtrak station at Old Town Kern. The commenter suggests that this second Amtrak Station in Old Town Kern would be similar to the two Amtrak stations in Oakland at Jack London Square and the Oakland Coliseum.

It is highly unlikely that a second Amtrak station would be placed at the proposed Old Town Kern location, particularly as this is less than a mile from the current Bakersfield Amtrak Station, and a new Amtrak Station would cause further displacements and adverse impacts similar to those outlined above. It would be more likely (and cost effective) for a bus connector to be developed, similar to the City of Bakersfield's proposition for connecting the F Street Station and Amtrak, as described in the Making

I027-8

Downtown Bakersfield Station Area Vision Plan (2018). The two stations in Oakland mentioned by the commenter are approximately five miles apart, similar to other distances between Amtrak Stations in the densely populated Bay Area. The closest stations there are the Berkeley and Emeryville Stations, which are approximately two miles apart.

Submission I028 (Miriam Sandoval, December 19, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #195 DETAIL	
Status :	Action Pending
Record Date :	12/19/2017
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	12/19/2017
Submission Method :	Website
First Name :	Miriam
Last Name :	Sandoval
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93312
Telephone :	
Email :	sandovalmiriam1@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	
I028-1	<p>I&#39;m in favor of the Locally Generated Alternative HSR because the route that was adopted in May of 2014 would have a negative impact, which I would rather have the alternative route.</p> <p>EIR/EIS Comment : Yes</p> <p>Official Comment Period : Yes</p>

Response to Submission I028 (Miriam Sandoval, December 19, 2017)

I028-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I029 (Anne Seydel, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #300 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Anne
Last Name : Seydel
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : acatlver@sbcglobal.net
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I029-1 | Please reconsider locating the High Speed Rail Downtown near the Amtrak station. The F Street location does not offer ease of commuting to and from the station, it will increased traffic on F Street which is already experiencing bottleneck congestion, there would be limited access connecting to major highways and the noise pollution will affect the adjoining neighborhood.

The Downtown location would not increase the cost. HSR located near city center would provide a catalyst to downtown revitalization. The Downtown location is surrounded by restaurants, shops and a large number of city, state and federal agencies, banks and entertainment.

I029-2 | Please consider locating the station Downtown where amenities are within walking distance and the noise pollution and traffic congestion would not affect a residential neighborhood.

Best regards, Anne Seydel

Sent from my iPad
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I029 (Anne Seydel, January 16, 2018)

I029-1

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

I029-2

Refer to Standard Response FB-LGA-Response-GENERAL-04: Impacts to the Westchester Neighborhood Southwest of the F Street Station, FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission I030 (Mary Shadden, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #361 DETAIL	
Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	No
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Email
First Name :	Mary
Last Name :	Shadden
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	
Telephone :	
Email :	mary.shadden1@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	
EIR/EIS Comment :	Yes
Official Comment Period :	Yes
Attachments :	Figure 4.pdf (160 kb) 361_Shadden_email_011618_Original.pdf (246 kb)

I030-1

Subject: FW: F St Station
Attachments: Figure 4.jpeg

From: Mary Shadden [<mailto:mary.shadden1@gmail.com>]
 Sent: Tuesday, January 16, 2018 11:40 PM
 To: Perez-Arrieta, Stephanie (FRA) <stephanie.perez@dot.gov>
 Subject: F St Station

Dear Ms. Perez,

Are you still taking comments on the F St high speed rail? I reached out to the Bakersfield city managers office and they told me that the decision was already made for F St and sent me the attached map.

I was telling my neighbor this and she said i was given incorrect information by the city staff and she told me to contact you directly.

I hope your still taking public comments ... I didn't see anything in the local newspaper. Anyways i want to say in the strongest terms that I oppose the F St route and want the Truxtun route with a station next to Amtrak.

Thank you,

MS

Submission I030 (Mary Shadden, January 16, 2018) - Continued

City of Bakersfield
Making Downtown Bakersfield Project

Figure 4 Project Phase I

0-10 YEAR STRATEGY
365,000 SF OFFICE; 1100 RESIDENTIAL UNITS;
150,223 SF RETAIL; 360 HOTEL ROOMS

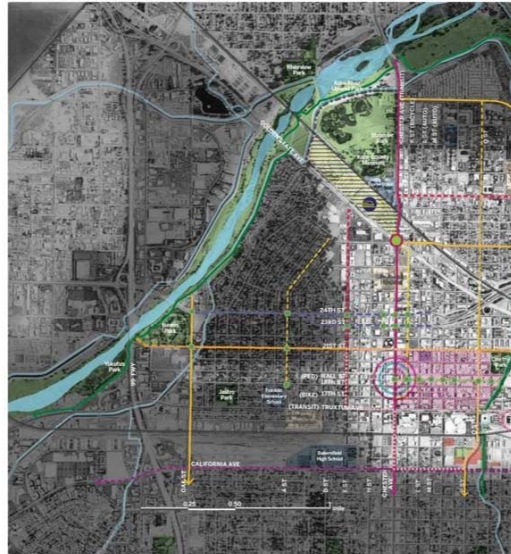
EXISTING

- Study Area Boundary
- Rail
- Bike Lane
- Bike/Ped Trail
- Open Space (Park)
- School
- Hospital
- Amtrak Station
- Transit Center

PROPOSED

- Development Node/Absorption
- HSR Station Zone
- Mixed Use Infill Zone
- Entertainment Mixed Use
- Complete Street
- Bus Rapid Transit
- Shuttle
- Bike Lane
- Bike Boulevard
- Protected Bike Lane
- Urban Boulevard
- Pedestrian Paseo
- Improved Intersections
- HSR Station

0 1500 3000 Feet



Response to Submission I030 (Mary Shadden, January 16, 2018)

I030-1

Refer to Standard Response FB-LGA-Response-GENERAL-02: Public Outreach, FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I031 (Kristen Shadle, January 15, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #278 DETAIL	
Status :	Action Pending
Record Date :	1/15/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/15/2018
Submission Method :	Website
First Name :	Kristen
Last Name :	Shadle
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	93301
Telephone :	
Email :	klgray123@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	
I031-1	My husbnd, infant son and I live in the Westchester neighborhood close to F St in Bakersfield. My husband and I are highly against the F st route!!! It will increase traffic and noise in our quiet, peaceful neighborhood.
I031-2	Also, the downtown route would be great for economic rejuvenation of the downtown area! If we have to have HSR in Bakersfield, it should not be by F street! It will destroy our historic neighborhood!
	EIR/EIS Comment : Yes
	Official Comment Period : Yes

Response to Submission I031 (Kristen Shadle, January 15, 2018)

I031-1

Refer to Standard Response FB-LGA-Response-GENERAL-04: Impacts to the Westchester Neighborhood Southwest of the F Street Station, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

I031-2

Refer to Standard Response FB-LGA-Response-GENERAL-04: Impacts to the Westchester Neighborhood Southwest of the F Street Station, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission I032 (Mary Shell, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #297 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Mary
Last Name : Shell
Professional Title :
Business/Organization :
Address : 2930 21st Street
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93301
Telephone : 661-322-5888
Email : mkshell@lightspeed.net
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I032-1 I oppose the location of a High Speed Rail Station on F Street, near Hwy 204 for several reasons:

1. It will further impact traffic congestion at the intersection of F Street and Hwy 178 (24th Street)---already a major headache.
2. It will negatively impact Westchester with congestion, noise and traffic. Westchester is now, a quiet, desirable residential area of Bakersfield.
3. Since the station would be in a semi-isolated location rail passengers would be forced to seek other transportation to visit the downtown and government buildings, as well as most commercial buildings and residences

I support the location of the HSR Station near Truxtun Avenue in downtown Bakersfield for the following reasons:

I032-1

1. It would be more convenient for arriving passengers who want to visit commercial establishments and government offices in the downtown area, as well as hotels.
2. The route though Bakersfield is already designated for rail transportation.
3. It could serve as a transportation Hub for buses, taxis and rail.

Mary K. Shell

2930 21st Street

Bakersfield, Ca 93301

661-322-5888

EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I032 (Mary Shell, January 16, 2018)

I032-1

Refer to Standard Response FB-LGA-Response-GENERAL-04: Impacts to the Westchester Neighborhood Southwest of the F Street Station, FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission I033 (Harvey Sherback, January 17, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #367 DETAIL

Status : Action Pending
Record Date : 1/17/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/17/2018
Submission Method : Project Email
First Name : Harvey
Last Name : Sherback
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Berkeley
State : CA
Zip Code :
Telephone :
Email : harveysherback@yahoo.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

California High-Speed Rail Authority
 Brian P. Kelly
 Chief Executive Officer

January 17th, 2018

Hello CEO Kelly, California High-Speed Rail Authority Board of Directors & Staff,

Welcome to California's High-Speed Rail Authority and thanks for your many efforts in creating a better world for us, our children and future generations, they are very much appreciated.

I033-1

With the relentless changes brought on by climate destabilization, it's time to comprehensibly redirect our water, energy and transportation policies towards more sustainable systems. The California High-Speed Rail Authority has stated, "The Authority has committed to using 100 percent renewable energy for powering the system." I propose that our State's Hi-Speed Rail can achieve its goal by using clean, renewable electricity generated by a "Photovoltaic Aqueduct System" located in California's Central Valley.

California can repair and improve its vital water system while producing new revenues for government, income for developers and clean electricity for the nearby Hi-Speed Rail line. I have formulated the following model: shading selected portions of California's canals with photovoltaic generators. This project will help our utilities meet government mandates to provide renewable electricity. Depending on location and the developer's resources, these electricity-generating structures might span the canal like a canopy, shade the canal like an awning or float on the canal like a barge. The reasons we recommend money-generating, water-saving,

I033-1

photovoltaic canal shields are listed below:

Perfect Location: Following the same general path as the proposed Hi-Speed Rail lines, California's canals run for hundreds of miles through desert-like conditions, ideal for the development of solar power. They are situated on secure public property, mostly government-controlled. Additionally, the canals frequently adjoin major high-voltage transmission line corridors. More than just increasing efficiency, producing photovoltaic power near the grid benefits our utility companies, who must fulfill California's strict renewable energy mandate. The Renewable Portfolio Standard (RPS) requires utility companies to purchase one-third of their electricity from renewable sources by 2020. By law, most of this new power must connect to the grid.

Conserving Water: Water scarcity continues to threaten and disrupt California's economy. The State Water Project cannot satisfy demand. Even worse, our invisible underground water supplies are being consumed at an unsustainable rate. Because the sea level is rising and the Delta levees are sinking, salty water is slowly infiltrating the Delta, which is the source of the canal system's water. Worse again, the rising sea is pressuring ever more salty water into our depleted underground aquifers. In response to our severe drought, California might renovate its water infrastructure in conjunction with the development of the Hi-Speed Rail project.

A shield over the canal would help keep the water cool and clean. Blocking the sunlight, a covering would help keep the canal free from unwanted vegetation and immune to blooms of toxic algae. In addition to slowing evaporation, the electricity-generating shield will protect the canal water from absorbing agricultural chemicals and airborne pollutants like soot, soil and sand.

Ideal Timing: Everyone agrees, we have to act now! According to the US Interior Department, the California Aqueduct system is inadequate, antiquated and dangerously vulnerable to drought, flood and earthquake emergencies, much less the effects of rising sea levels. Our canal system needs immediate overhaul. California has already approved this concept. In 2005, a bill was passed approving the leasing of the space above and adjacent to the State Water Project for the production of photovoltaic electricity (AB 515, Richman R, signed by Gov. Schwarzenegger).

Photovoltaic Technology: Power generation is agriculture's biggest competitor for water. America's coal-fired, oil-fired, natural gas and nuclear power plants consume more than 100 billion gallons of fresh water every day; only agriculture uses more water. In contrast, once installed, photovoltaic generators consume no water, except for occasional cleaning. Having no moving parts, they require minimal maintenance, make no noise and create no emissions. Long-lived photovoltaic technology also provides architectural flexibility.

"Net Zero" Hi-Speed Rail is achievable in California. Governor Brown, in his 2012 State of the State address, declared that High-Speed Rail was a top priority for his Administration. Likewise, we must preserve the Central Valley as an agricultural resource. The simultaneous development of the Photovoltaic Aqueduct System with Hi-Speed Rail will help to address our water crisis and meet our transportation goals.

Harvey Sherback
 Berkeley, California

Submission I033 (Harvey Sherback, January 17, 2018) - Continued

EIR/EIS Comment : Yes
Official Comment Period : No

Response to Submission I033 (Harvey Sherback, January 17, 2018)

I033-1

Refer to Standard Response FB-LGA-Response-GENERAL-03: Response to Comments Received After the Close of the Public Comment Period.

The Executive Summary section of the Draft Supplemental EIR (pages S-12 and S-13) states that the purpose of this project is to implement the Fresno to Bakersfield Section of the California HSR System to provide the public with electric-powered HSR service.

The Draft Supplemental EIR/EIS does not assess environmental impacts associated with a statewide renewable energy plan and does not assess a photovoltaic aqueduct system in California's Central Valley or any other part of the state, as suggested by the commenter. Statewide energy developments are not the remit of the Authority, and therefore the commenter's proposal for a statewide plan for renewable electricity is beyond the scope of analysis for this EIR.

No revisions to the Final Supplemental EIR have been incorporated based on this comment.

Submission I034 (Melissa Sherman, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #419 DETAIL

Status : Action Pending
Record Date : 1/19/2018
Response Requested : No
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Program Info Line
First Name : Melissa
Last Name : Sherman
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code :
Telephone :
Email :
Email Subscription :
Cell Phone :
Add to Mailing List : No
Stakeholder Comments/Issues :

I034-1

My name is Melissa Sherman, I've been a long time resident of Bakersfield, since November of 1985. I want the train station to be on Truxtun and not on F street in Bakersfield, California. There already are existing, t-r-railroad lines and station area already on Truxtun and would uh, uhm prevent any more destruction of the downtown area and would no-not impact being able to get in and out of businesses or subdivisions or San Joaquin Community Hospital which is, uhm, or the other local areas, so I want the train station on Truxtun.

Thank you.

EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I034 (Melissa Sherman, January 16, 2018)

I034-1

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission I035 (DiGiorgio Shipping, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #399 DETAIL

Status : Action Pending
Record Date : 1/17/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : DiGiorgio
Last Name : Shipping
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : digiorgio@kernridge.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :
Please build the terminal on truxten ave in Bakersfield ca
EIR/EIS Comment : Yes
Official Comment Period : Yes

I035-1 |

Response to Submission I035 (DiGiorgio Shipping, January 16, 2018)

I035-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I036 (Dennis Shults, January 19, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #433 DETAIL

Status : Action Pending
Record Date : 1/19/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/19/2018
Submission Method : Project Email
First Name : Dennis
Last Name : Shults
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : dshults@bak.rr.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I036-1

Like a lot of folks I've been to the N/E coast of our country. To a large degree their transportation system depends on trains. The west coast does not. The benefit received for the dollars spent on the HSR does not make sense and it should be stopped. It's probably to late to put the tooth paste back in the tube, and I won't be around to see it's completion, but I believe the money being wasted on this form of transportation could be better spent, with money left over, on our current infrastructure.

Just my opinion, along with nearly every person I know. How did this get so out of control?

Dennis Shults

Sent from Mail for Windows 10

EIR/EIS Comment : Yes
Official Comment Period : No

Response to Submission I036 (Dennis Shults, January 19, 2018)

I036-1

Refer to Standard Response FB-LGA-Response-GENERAL-03: Response to Comments Received After the Close of the Public Comment Period, FB-LGA-Response-GENERAL-09: Oppose HSR Project (e.g., Cost; Funding; Impacts on Cities, Counties, Communities, Farmland, Agriculture, Natural Environment, Wildlife and Habitat, Air Quality, Business, Land Access, and Residential).

Submission I037 (Roshelle Silva, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #327 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Roshelle
Last Name : Silva
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : admin08@fastundercar.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I am writing to provide formal comments in response to the Fresno to Bakersfield Locally Generated Alignment draft EIR/EIS. With respect to the draft EIR/EIS, my position can be summarized as follows: I support the May 2014 Project (known as the hybrid alignment) with a station at Truxtun Avenue and oppose the Locally Generated Alignment. If the Locally Generated Alignment is ultimately selected, I would like the station location at a location other than F Street and Golden State Avenue (preferably in Old Town Kern in the vicinity of Sumner Street between Beale and Baker).

High-speed rail should be an intermodal connection next to Amtrak and within walking distance of the downtown core. The Truxtun Station is located within walking distance of the downtown area including multiple hotels, the convention center, Rabobank Arena, many government office buildings, a federal courthouse, the Maya Theater complex, Bakersfield's Ice Center, and McMurtrey Aquatic Center. The Mill Creek Linear Park, an active transportation facility linking to the Truxtun Station site further enhances its walk- and bike -ability.

The Bakersfield F Street Station Alignment is not locally preferred and bad

I037-4

for our community. Please keep the Hybrid alignment with a station at Truxtun next to Amtrak. Thank you for considering these comments.

Thank you,

Roshelle Silva

EIR/EIS Comment : Yes
Official Comment Period : Yes
Attachments : 327_Graves_website_011618_Original.pdf (5 kb)

Response to Submission I037 (Roshelle Silva, January 16, 2018)

I037-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

I037-2

The commenter suggests a station in Old Town Kern “between Baker and Beale streets” rather than F Street.

In response to this request, a feasibility study (Authority 2018) was conducted to determine whether a station between Baker and Beale streets in Old Town Kern would be practicable.

The following is a list of CHSR Technical Memorandum (TM) used to evaluate station sites.

- TM 2.1.3 Turnouts and Station Tracks
- TM 2.2.4 Station Platform Geometric Design

As defined in the TMs, the length of the station platform is 1,400 feet long and a minimum of 117 feet wide. The station tracks that service the platforms connect to the mainline tracks at a minimum of 2,450 feet from the center of the platform. In addition, there are high-speed crossovers each side of the station track turnouts. These turnouts and crossovers must be located on tangent (straight) track, and cannot be within 1,300 feet of a horizontal curve.

Engineering

The Old Town Kern station as described by the commenter would be infeasible in terms of engineering for the following reasons:

- Mainline alignments would need to be moved south to allow edge of the HSR platform to be 15 feet from UPRR right-of-way line. A distance of 15 feet is required as maintenance easement along aerial structures. Additionally, moving the alignment would impact all properties south of Sumner Street, as well as all properties south of the F-B LGA alignment between Chester Avenue and Miller Street.

I037-2

- Further, the distance along the alignment between Baker Street and Beale Avenue is only 975 feet, which is 425 fewer feet than required by the CHSR TM as noted above. There is a horizontal spiral between Baker Street and Beale Avenue, which means that the station track turnouts would need to be placed north around the curve. This would add approximately 8,350 feet of additional viaduct. Station tracks to the east would begin approximately at Miller Street.

- Finally, the area between Baker Street and Beale Avenue and 19th Street and Kentucky Street minus the Union Pacific Railroad property is approximately 24 acres. The F Street Station site is 44 acres. Vehicular access to the site would be difficult and would require significant modification to City of Bakersfield arterial and collector roadways.

Environmental

The Old Town Kern station as described by the commenter would be infeasible in terms of environmental resources for the following reasons:

- The proposed station location along Sumner Street between Baker Street and Beale Avenue would displace several commercial businesses, including Pyrenees French Bakery, Luigi's, and Arizona Café. This site would also displace The Mission at Kern County (homeless shelter), Bakersfield Fire Station No. 2, and the U.S. Post Office building at 727 Kentucky Street.
- The Baker-Beale site as proposed has a high sensitivity for historical archaeological deposits, and contains two known historic properties (former SPRR, now UPRR, Rail Depot and the Fire Station). Placement of a station footprint here would cause a direct adverse effect to both properties.

Response to Submission I037 (Roshelle Silva, January 16, 2018) - Continued

I037-2

- Further, a station located at the Baker-Beale site would likely have a much longer footprint extending in both directions along the centerline. Therefore, it is very likely that other known historic properties would be adversely affected (specifically, Noriega's Traditional Cultural Property [TCP] and the Amestoy Hotel, and possibly the Kern Land Co Warehouse). The F-B LGA project made a considerable effort to avoid, minimize, and mitigate potential adverse effects of the HSR viaduct to the Noriega's TCP – an HSR station at this location would likely have more extensive adverse effects on this property and others in the area.
- Finally, a station at this location would require additional inventory and evaluation of built environment resources to the north and south, and possibly to the east and west as well, in areas that are outside the current APE. These areas are likely to reveal additional historic properties based on the age of this neighborhood and the presence of known historic properties.

I037-3

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station.

I037-4

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I038 (Jaime Simmons, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #389 DETAIL

Status : Action Pending
Record Date : 1/17/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Jaime
Last Name : Simmons
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : sim_jl@yahoo.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I038-1 | Please locate the Bakersfield station at the Truxtun Ave. location. It's a much better location for the development of the downtown area.

EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I038 (Jaime Simmons, January 16, 2018)

I038-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I039 (Francine Simmons, January 12, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #307 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Francine
Last Name : Simmons
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : fsimmons26@yahoo.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

----- Forwarded Message ----- From: Francine Simmons <fsimmons26@yahoo.com>To:

"stephanie.perez@dot.gov" <stephanie.perez@dot.gov>Sent: ?Friday?, ?January? ?12?, ?2018?
 ?09?:?47?:?26? ?AM? ?PSTSubject: Bakersfield HSR

I039-1

I just read about the 48 Hour Blue Grass Jam happening Bakersfield. It was reported that many participants and I believe attendees are taking advantage of Amtrak for travel and their ability to walk to their destination. They can also walk to restaurants and eateries in the revitalized downtown area. This is exactly why it is so important that the HSR be located on Truxtun Ave.; the ability for visitors to walk to their destination. Allowing the City to locate the HSR to F St. would eliminate that ability. Although it seems the City would have you believe otherwise, the downtown area is too far from the F St. location to walk. Visitors would have to use some sort of transportation to get to downtown leading to more traffic, more congestion, more pollution and more noise.. For me the HSR location is a quality of life issue...please keep it at the Truxtun Ave. location.

Francine Simmons

EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I039 (Francine Simmons, January 12, 2018)

I039-1

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission I040 (Francine Simmons, December 20, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #209 DETAIL

Status : Action Pending
Record Date : 12/20/2017
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 12/20/2017
Submission Method : Project Email
First Name : Francine
Last Name : Simmons
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : fsimmons26@yahoo.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I040-1 | The F St. rail location is a terrible idea. It is an unsightly design. A park-and -ride is not what the residents of Bakersfield deserve. Rails and a station ninety plus feet in the air is unacceptable. I shudder to think what it will look like. The Truxtun Ave. location is the choice for Bakersfield. It makes more sense to have the station located near our downtown amenities. I can envision that location.
Please do not allow the F St. alignment.. we, the citizens don't want it.

Francine Simmons
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I040 (Francine Simmons, December 20, 2017)

I040-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Refer to Section 3.16, Aesthetics and Visual Resources of the Draft Supplemental EIR/EIS for a rendering of the proposed F Street Station.

Refer to Section F: Station Drawings, of Volume III of the Draft Supplemental EIR/EIS. Per drawing A3801, the "Top of Rail" for the F Street Station would be at 70 feet, while the top of the station roof would be at 98 feet. For comparison with the Truxtun Avenue Station, refer to Section E: Station Plans, of Volume III of the Final EIR/EIS. Per drawing A3801, the "Top of Rail" for the Truxtun Avenue Station would be at 50 feet, while the top of the platform canopy would be at 75 feet.

Submission I041 (Don Skelton, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #363 DETAIL	
Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	No
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Email
First Name :	Don
Last Name :	Skelton
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	
Telephone :	
Email :	skeltonie@sbcglobal.net
Email Subscription :	
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	
EIR/EIS Comment :	Yes
Official Comment Period :	Yes
Attachments :	78264_363_Skelton_email_011618_Original.pdf (82 kb)

Subject: FW: HSR location in Bakersfield ..

From: Don Skelton [<mailto:skeltonie@sbcglobal.net>]
Sent: Tuesday, January 16, 2018 7:32 PM
To: fresnobakersfield@hsr.ca.gov; Perez-Arrieta, Stephanie (FRA) <stephanie.perez@dot.gov>
Subject: HSR location in Bakersfield ..

Hello,

I'm a 26 yr resident living near Bakersfield's downtown and much favor the Truxtun Avenue Station location.

It makes sense to locate HSR near existing transportation, hotels and restaurants rather than the far distant F Steet / Golden State Highway location.

Please consider the opinions of Bakersfield residents!!

Don Skelton

I041-1

Response to Submission I041 (Don Skelton, January 16, 2018)

I041-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I042 (Sharon Spittler, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #393 DETAIL

Status : Action Pending
Record Date : 1/17/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Sharon
Last Name : Spittler
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : sspittler@ymail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I042-1 | We want the hsr station on Truxtun Ave. in Bakersfield.

Thank you !

Sent from my iPhone
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I042 (Sharon Spittler, January 16, 2018)

I042-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I043 (John Stevens, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #286 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : John
Last Name : Stevens
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : joste70@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I043-1 | I am writing in support of a downtown HSR station close to the Amtrak station. That location would be more convenient for visiting business people and other visitors. For example last weekend was a 48 hr. Bluegrass concert, where it was stated in the news that most of the attendees arrived via Amtrak where they could easily walk to the event/hotels/restaurants. With HSR close it would mean that visitors for other events could have the same availability.

I043-2 | I live close to where the F st. station would be located. We are losing easy access to our neighborhood now with the widening of 24th. st. From the plans I've seen, we will almost be completely cut off from going to and from our neighborhood.

Thank you for your time.

John Stevens
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I043 (John Stevens, January 16, 2018)

I043-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

I043-2

Refer to Standard Response FB-LGA-Response-GENERAL-04: Impacts to the Westchester Neighborhood Southwest of the F Street Station.

Submission I044 (Kathleen Stiles, December 22, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #225 DETAIL	
Status :	Action Pending
Record Date :	12/22/2017
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	12/22/2017
Submission Method :	Website
First Name :	Kathleen
Last Name :	Stiles
Professional Title :	Dr.
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93306
Telephone :	6613744282
Email :	priscam628@yahoo.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	
I044-1	I live in Bakersfield and would like to see the high speed rail station in Bakersfield not an outlying town. Most of the people who would ride the train live in Bakersfield, and it would negate some of the time benefits if people have to take a bus to get to the station. Either the F Street or the Amtrak location would be fine with me.
EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I044 (Kathleen Stiles, December 22, 2017)

I044-1

Refer to Standard Response FB-LGA-Response-General-07: General Support of HSR.

Submission I045 (Laurie Stith, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #341 DETAIL	
Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Laurie
Last Name :	Stith
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	laurie.stith@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	
I045-1	Station should be on truxton Ave not f street
	EIR/EIS Comment : Yes
	Official Comment Period : Yes

Response to Submission I045 (Laurie Stith, January 16, 2018)

I045-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I046 (Amanda Studebaker, California State University Bakersfield, November 11, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #148 DETAIL	
Status :	Action Pending
Record Date :	11/11/2017
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	11/11/2017
Submission Method :	Website
First Name :	Amanda
Last Name :	Studebaker
Professional Title :	Professor
Business/Organization :	California State University Bakersfield
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93309
Telephone :	661-654-6614
Email :	Amanda.studebaker.7@gmail.com
Email Subscription :	Bakersfield to Palmdale Construction Updates General, Locally Generated Alternative (Bakersfield), Road & Construction Alerts
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	
I046-1	This will bring much needed growth to the Central Valley. I'm very excited about the prospects of this project and hope it completes quickly and efficiently and continues to bring new residents and new jobs.
EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I046 (Amanda Studebaker, California State University Bakersfield, November 11, 2017)

I046-1

Refer to Standard Response FB-LGA-Response-General-07: General Support of HSR,
FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I047 (Jeffery Sundstrom, November 11, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #147 DETAIL	
Status :	Action Pending
Record Date :	11/11/2017
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	11/11/2017
Submission Method :	Website
First Name :	Jeffery
Last Name :	Sundstrom
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Fresno
State :	CA
Zip Code :	93727
Telephone :	
Email :	jlsundstr0m@att.net
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	
I047-1	This is a boondoggle and a waste of money
EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I047 (Jeffery Sundstrom, November 11, 2017)

I047-1

Refer to Standard Response FB-LGA-Response-GENERAL-09: Oppose HSR Project (e.g., Cost; Funding; Impacts on Cities, Counties, Communities, Farmland, Agriculture, Natural Environment, Wildlife and Habitat, Air Quality, Business, Land Access, and Residential).

Submission I048 (Jamie Taylor, November 11, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #150 DETAIL	
Status :	Action Pending
Record Date :	11/11/2017
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	11/11/2017
Submission Method :	Website
First Name :	Jamie
Last Name :	Taylor
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93306
Telephone :	
Email :	Jamiekduran@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	
I048-1	Environmental impact is very important to our state and we want to do everything we can to make sure there
I048-2	are not any casualties of wild life due to the trains construction. Our state should be one that considers all the
	factors of such a big project and only goes forward when the right plan is developed. Other then that I think it
	would be a good investment as well as a good form of transportation provided it is affordable to all Californians.
	Thank you!
	EIR/EIS Comment : Yes
	Official Comment Period : Yes

Response to Submission I048 (Jamie Taylor, November 11, 2017)

I048-1

The Fresno to Bakersfield Section Final EIR/EIS identifies project design features and mitigation measures that the Authority and FRA have determined will avoid, minimize, reduce and mitigate potential adverse impacts resulting from project construction and operation. Section 3.7 of the Draft Supplemental EIR/EIS specifically addresses the regulatory setting, methods for evaluating impacts, affected environment, environmental consequences, and avoidance and minimization measures and mitigation measures pertaining to biological resources and wetlands, including special-status wildlife species. Through implementation of Avoidance and Minimization Measures BIO-AM #1 and BIO-AM#2, as well as Mitigation Measures BIO-MM #1 through 15, 22 through 23, 29 through 38, 40 through 46, 51 through 52, 57 through 62, and 65 through 67 (outlined in Section 3.7.5.1 of the Draft Supplemental EIR/EIS), effects to special-status wildlife species would be less than significant under CEQA. Impacts to other native fauna are addressed in the Fresno to Bakersfield Section: Biological Resources and Wetlands Technical Report, pages 5-15 through 5-18.

I048-2

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I049 (Annette Taylor, November 10, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #145 DETAIL	
Status :	Action Pending
Record Date :	11/10/2017
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	11/10/2017
Submission Method :	Website
First Name :	Annette
Last Name :	Taylor
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93301
Telephone :	6613021663
Email :	Dblary43@gmail.com
Email Subscription :	Bakersfield to Palmdale , I Will Ride, Locally Generated Alternative (Bakersfield)
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	
I049-1	Why can't they come down 36th Street in place of 38th Street it's a school Stella Hills School is on 38th Street don't take out no schools
EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I049 (Annette Taylor, November 10, 2017)

I049-1

The current alignment does not affect 36th Street, 38th Street, or the Hills Stella School.

The HSR alignment remains south of the UPRR through Bakersfield.

Submission I050 (Wolfe Terry, January 8, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #423 DETAIL

Status : Action Pending
Record Date : 1/8/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/8/2018
Submission Method : Project Email
First Name : Wolfe
Last Name : Terry
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : 00000
Telephone :
Email : bernardwolfe@aol.com
Email Subscription :
Cell Phone :
Add to Mailing List : No
Stakeholder Comments/Issues :

I050-1 | I would like to express my opinion that the best location is at Truxtun and California. The infrastructure and access is already viable. The other site is not nearly as viable. Please make sure they put the station at Truxtun and California Ave.

Thanks
Terry Wolfe
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I050 (Wolfe Terry, January 8, 2018)

I050-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I051 (Michael Turnispeed, January 12, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #275 DETAIL

Status : Action Pending
Record Date : 1/12/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/12/2018
Submission Method : Project Email
First Name : Michael
Last Name : Turnispeed
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone : 661-203-2174
Email : m.turnispeed@prodigy.net
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

January 11, 2018

Dan Richard - danrichard@mac.com
 Stephanie Perez - stephanie.perez@dot.gov
 Board - boardmembers@hsr.ca.gov
 Fresno/Bakersfield Team - fresno_bakersfield@hsr.ca.gov
 Lisa Nungesser - lisa.nungesser@hsr.ca.gov

Dear Chairman Richard and Ms. Perez,

I am writing to provide formal comments in response to the Fresno to Bakersfield Locally Generated Alignment draft EIR/EIS. As a longtime Kern County resident and business owner, I feel that the success or failure of this project will have a huge impact on the place I call home. As a result, I am really hoping that this project is very successful.

I051-1 With respect to the draft EIR/EIS, my position can be summarized as follows: I support the May 2014 Project (known as the hybrid alignment) with a station at Truxtun Avenue and oppose the Locally Generated Alignment.

I051-2 If the Locally Generated Alignment is ultimately selected, I would like the station location at a location other than F Street and Golden State Avenue (preferably in Old Town Kern in the vicinity of Sumner Street between Beale and Baker).

I051-3 1) First, I am concerned about the lack of an intermodal rail connection with the existing San Joaquin Amtrak. As a frequent Amtrak rider, I recognize the importance of multi-modal connections. Recognized as a high-speed rail best practice, California is actively building and expanding intermodal rail stations in San Francisco, San Jose, Los Angeles, and Anaheim that will serve as critical transfer points and offer feeder rail services for the high-speed rail system. It is critical that the multimodal rail connection linking the Hybrid alignment and high-speed rail station with the Bakersfield Amtrak be preserved. We know from all international best practices that there is a synergistic network effect when combine rail systems into a common intermodal station and that the ridership and economic activity generated from these intermodal connections are greater than the sum of their individual parts.

I051-4 I also support the Hybrid alignment and the Truxtun Station because it is located within walking distance of the downtown area including multiple hotels, the convention center, Rabobank Arena, many government office buildings, a federal courthouse, the Maya Theater complex, Bakersfield's Ice Center, and McMurtrey Aquatic Center. The Mill Creek Linear Park, an active transportation facility linking to the Truxtun Station site further enhances its walk- and bike -ability. The Truxtun site, with access to the Truxtun and California corridors also provides convenient multimodal access to the Downtown and California Corridor office and financial districts. Together, these two districts account for approximately two thirds of Bakersfield metro's office space. It is clear that the Truxtun Station site offers the best opportunity for transit oriented development and to serve as a catalyst for economic development for the Bakersfield metropolitan region.

I051-5 2) Second, I am concerned about the significant distance and lack of walkability between the F Street Station and downtown destinations. An F Street Station is very far from Bakersfield's downtown core. Unlike the Truxtun Station which prioritizes active and public transportation modes, the F Street Station site by location and design prioritizes auto mobility with a park-and-ride setup that is surrounded by parking, overpasses, interchanges, and taxi/Transportation Network Company loading zones. To say that the F Street station is an auto-oriented concrete jungle is an understatement.

I051-6 In light of #1 and #2, the impacts of vehicular and motorized traffic connecting between an F Street Station and Amtrak, the Convention Center, and Rabobank Arena have not been (and must be) studied. The F Street Station placement not only results in a distant, less convenient, auto-oriented station location, it is also not walkable to large regional downtown convention and sporting facilities. Traffic between F Street and Rabobank Arena, the Convention Center, and Amtrak will add traffic congestion downtown and air emissions in the San Joaquin Valley.

I051-7 3) Third, I am concerned about the adverse impacts the locally generated alignment will have on Old Town Kern with an elevated viaduct over Sumner Street. Old Town Kern represents a critical historic yet struggling low-income community that will forever be changed if an elevated viaduct bisects this vestige of Kern County history. The Hybrid alignment was far less destructive passing to the South of this neighborhood rather than through it.

I051-8 4) With that being said, if LGA is selected as the final alignment, I would strongly urge the CHSRA and FRA to place the Bakersfield Station in Old Town Kern and not at F Street. Placing the station between Baker and Beale streets in Old Town would mitigate the adverse impacts of the elevated viaduct bisecting this neighborhood and allow for an intermodal rail connection where the BNSF railroad tracks converge with the LGA alignment. This would allow for a second Amtrak connect at an Old Town Kern high-speed rail station allowing a cross platform transfer. This would be similar to the Amtrak's Capitol Corridor which has two stations, one at Jack London Square and a second station at the Oakland Coliseum/Airport.

I051-9 5) Additionally, I am concerned about the methodology used to develop this draft EIR/EIS and numerous statements that mischaracterize both the Hybrid and LGA alignments. Having reviewed the draft EIR/EIS, it is clear that the Shafter Heavy Maintenance Facility (East) as well as a large oil field were included in the May 2014 Project (Hybrid alignment) footprint. In doing so, this draft EIR/EIS incorrectly overstates the impacts of the Hybrid alignment. Additionally, the draft EIR/EIS states that the LGA follows existing transportation corridors whereas the Hybrid does not. This is incorrect. The Hybrid alignment follows a longstanding BNSF railroad corridor. While the LGA follows the Union Pacific Corridor, it has to cross through approximately 6 miles of farmland to switch between railroad corridors. To state or infer repeatedly in the document that the Hybrid does not follow existing rail corridors whereas LGA does, is factually incorrect.

I051-11 Indeed, by any objective measure, the Bakersfield F Street Station Alternative is contrary to high-speed rail best practices, bad for Kern County. and not locally preferred.

Submission I051 (Michael Turnispeed, January 12, 2018) - Continued

Thank you for considering these comments. Michael Turnipseed661-203-2174m.turnipseed@prodigy.net

EIR/EIS Comment : Yes

Official Comment Period : Yes

Response to Submission I051 (Michael Turnispeed, January 12, 2018)

I051-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

I051-2

The commenter suggests a station in Old Town Kern “between Baker and Beale streets” rather than F Street.

In response to this request, a feasibility study (Authority 2018) was conducted to determine whether a station between Baker and Beale streets in Old Town Kern would be practicable.

The following is a list of CHSR Technical Memorandum (TM) used to evaluate station sites.

- TM 2.1.3 Turnouts and Station Tracks
- TM 2.2.4 Station Platform Geometric Design

As defined in the TMs, the length of the station platform is 1,400 feet long and a minimum of 117 feet wide. The station tracks that service the platforms connect to the mainline tracks at a minimum of 2,450 feet from the center of the platform. In addition, there are high-speed crossovers each side of the station track turnouts. These turnouts and crossovers must be located on tangent (straight) track, and cannot be within 1,300 feet of a horizontal curve.

Engineering

The Old Town Kern station as described by the commenter would be infeasible in terms of engineering for the following reasons:

- Mainline alignments would need to be moved south to allow edge of the HSR platform to be 15 feet from UPRR right-of-way line. A distance of 15 feet is required as maintenance easement along aerial structures. Additionally, moving the alignment would impact all properties south of Sumner Street, as well as all properties south of the F-B LGA alignment between Chester Avenue and Miller Street.

I051-2

- Further, the distance along the alignment between Baker Street and Beale Avenue is only 975 feet, which is 425 fewer feet than required by the CHSR TM as noted above. There is a horizontal spiral between Baker Street and Beale Avenue, which means that the station track turnouts would need to be placed north around the curve. This would add approximately 8,350 feet of additional viaduct. Station tracks to the east would begin approximately at Miller Street.

- Finally, the area between Baker Street and Beale Avenue and 19th Street and Kentucky Street minus the Union Pacific Railroad property is approximately 24 acres. The F Street Station site is 44 acres. Vehicular access to the site would be difficult and would require significant modification to City of Bakersfield arterial and collector roadways.

Environmental

The Old Town Kern station as described by the commenter would be infeasible in terms of environmental resources for the following reasons:

- The proposed station location along Sumner Street between Baker Street and Beale Avenue would displace several commercial businesses, including Pyrenees French Bakery, Luigi's, and Arizona Café. This site would also displace The Mission at Kern County (homeless shelter), Bakersfield Fire Station No. 2, and the U.S. Post Office building at 727 Kentucky Street.
- The Baker-Beale site as proposed has a high sensitivity for historical archaeological deposits, and contains two known historic properties (former SPRR, now UPRR, Rail Depot and the Fire Station). Placement of a station footprint here would cause a direct adverse effect to both properties.

Response to Submission I051 (Michael Turnispeed, January 12, 2018) - Continued

I051-2

- Further, a station located at the Baker-Beale site would likely have a much longer footprint extending in both directions along the centerline. Therefore, it is very likely that other known historic properties would be adversely affected (specifically, Noriega's Traditional Cultural Property [TCP] and the Amestoy Hotel, and possibly the Kern Land Co Warehouse). The F-B LGA project made a considerable effort to avoid, minimize, and mitigate potential adverse effects of the HSR viaduct to the Noriega's TCP – an HSR station at this location would likely have more extensive adverse effects on this property and others in the area.
- Finally, a station at this location would require additional inventory and evaluation of built environment resources to the north and south, and possibly to the east and west as well, in areas that are outside the current APE. These areas are likely to reveal additional historic properties based on the age of this neighborhood and the presence of known historic properties.

I051-3

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station.

As discussed in Section 3.13 Station Planning, Land Use, and Development of the Draft Supplemental EIR/EIS, the land within the F Street Station site study area is currently developed with a mix of low-density commercial, residential, and industrial uses and vacant parcels. The Truxtun Avenue station location, conversely, is centrally located near the Rabobank Arena, Theater, and Convention Center, Marriott Hotel, and Amtrak station.

While the Truxtun Avenue station location would provide an immediate direct connection to the Amtrak Station and existing downtown amenities, public benefits derived from future transit-oriented development would be concentrated in a relatively small

I051-3

geographic area that is already developed, with little benefit to the rest of the city. The F Street Station site, however, offers opportunities for a comprehensive planning effort to revitalize the greater downtown area through the conversion of auto-oriented corridors to complete streets that prioritize the pedestrian, greater transit and multi-modal connectivity throughout downtown, and the revitalization of underutilized land.

The City of Bakersfield Making Downtown Bakersfield Vision Plan (May 2018; Vision Plan) describes a phased effort to link the F Street Station and the Amtrak Station through the development of transit, bicycle, and pedestrian improvements to enable passengers to transfer from the HSR train to local commuter transit. These improvements include bus rapid transit (BRT) on Chester and California Avenues, a downtown shuttle, and mobility hubs at the Amtrak Station, HSR station, and the Golden Empire Transit Center. While these services are central to connecting the HSR station and downtown, they provide the added benefit of offering a new alternative form of transportation for non-HSR riders throughout downtown. The Vision Plan also proposes public realm improvements along three corridors to form a pedestrian friendly loop around the downtown area, connecting residential, commercial, and parks, and open space areas and activating the F Street station area.

As discussed in Appendix 8-A of the Draft Supplemental EIR/EIS, because the F Street Station area contains more vacant land compared to the Truxtun Avenue Station, the F Street Station presents more opportunities for infill development, revitalization of existing large buildings, new job creation, and transit-oriented housing. The second phase of implementation detailed in the Vision Plan lays out a framework for redeveloping the area around the F Street Station. Garces Circle would be transformed from an automobile-oriented roundabout into a high-density, mixed-use retail, residential and office district. This new district will be supported by rehabilitating adjacent mixed-use and single-family neighborhoods.

In addition to increased opportunities for revitalization, the F Street Station site would involve the loss of fewer homes compared to the Truxtun Avenue Station. The Truxtun Avenue Station would result in the conversion of 53 acres of single-family residential land uses and 4 acres of multi-family residential uses. The F Street Station would result in the conversion of 1 acre of single-family residential and 2 acres of multi-family

Response to Submission I051 (Michael Turnispeed, January 12, 2018) - Continued

I051-3

residential land uses.

I051-4

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station.

I051-5

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station.

While existing conditions in the station area consist of low-density, auto-oriented development, the HSR creates an opportunity to strengthen and revive Chester Avenue and the station area as a whole with new multi-family residential and commercial development that is walking distance to the F Street Station. The second phase of implementation of the Draft City of Bakersfield Making Downtown Bakersfield Vision Plan lays out a framework for redeveloping the area around the F Street station. Garces Circle would be transformed from an automobile-oriented roundabout into a high-density, mixed-use retail, residential and office district. This new district will be supported by rehabilitating adjacent mixed-use and single-family neighborhoods.

I051-6

While the Truxtun Avenue Station (May 2014 Project) would be located at an existing public transportation center and would be more convenient for Amtrak and bus riders, the Kern Council of Government Metropolitan Bakersfield Transit Center Study (Kern Council of Governments 2015), identified the proposed F Street Station as a possible location for a "Transit Center" in the City of Bakersfield due to anticipated growth and higher demand for transit service. It also identifies the need for connectivity of various existing and future transit service connections. As discussed in Appendix 3.13-A, Land Use Plans, Goals, and Policies, of the Draft Supplemental EIR/EIS, the F Street Station was one of the 13 suitable transit center locations studied. Furthermore, the proposed F Street Station is approximately 1.5 miles from the Bakersfield Amtrak Station and would be designed as a multi-modal transportation hub that would maximize intermodal

I051-6

transportation opportunities, meeting overall project objectives consistent with the voter-approved Proposition 1A. The location of the F Street Station would complement existing public transportation, including local buses, intercity buses, and Amtrak trains.

As discussed in Chapter 2, F-B LGA Description, and Section 3.2, Transportation, of the Draft Supplemental EIR/EIS, it is expected that Amtrak San Joaquin rail service would likely adjust to function more in the role of a feeder service to the HSR system in the Bakersfield area, providing passengers with the opportunity to connect to cities not served by HSR. This is consistent with the 2008 San Joaquin Corridor Strategic Plan (San Joaquin County 2008), the 2013 California State Rail Plan (Caltrans 2013), and the California HSR Program Revised 2012 Business Plan (Authority 2012), as discussed in the Fresno to Bakersfield Section Final EIR/EIS. This assumption is also consistent with the 2016 California HSR Business Plan (Authority 2016).

This would not preclude Amtrak or the City of Bakersfield from providing transit service to/from the proposed F Street Station. It should be pointed out that a spur connection, which is a secondary rail line branching off from the main route, was not evaluated as it was determined infeasible and did not satisfy HSR program objective of providing a high-speed rail system to improve intercity travel.

I051-7

The F-B LGA was designed such that the alignment would predominantly follow existing transportation corridors in order to avoid impacts to communities. The F-B LGA would not introduce a new division through any communities along Sumner Street for four reasons. First, the alignment does not cross through any residential communities in this area. The affected properties along Sumner Street generally support industrial uses as opposed to residential or other neighborhood-serving uses. Second, the alignment traverses along the railroad tracks on the eastern edge of this predominantly industrial neighborhood, and do not cross through the neighborhood. Third, the railroad tracks already divide the industrial neighborhoods located on either side of the tracks. Fourth, because the viaduct is elevated, it allows free passage underneath at all times and does not prevent passage while in use by the HSR train.

Response to Submission I051 (Michael Turnispeed, January 12, 2018) - Continued

I051-7

The F-B LGA project technical studies identified five historic properties that meet NRHP and CRHR eligibility criteria within the project Area of Potential Effect (APE) in the area of East Bakersfield also known as Sumner, Kern City, or Old Town Kern (refer to F-B LGA HASR). The F-B LGA project would not remove any NRHP/CRHR-eligible historic property in Old Town Kern and none of these historic properties would experience physical impacts, or direct adverse effects, under the F-B LGA project. The F-B LGA project would pose an indirect adverse visual effect to the historic property known as the Kern County Land Company Warehouse (MR#075, APN 014-350-09). Refer to Section 3.17.6.2 of the Draft Supplemental EIR/EIS for mitigation measures that address this indirect adverse effect. Although the F-B LGA elevated structure would also be visible, or partly visible, from the other four NRHP/CRHR-eligible properties identified in the APE in the Old Town Kern area, this visual change would not diminish the historically significant aspects or features of these properties. The analysis of effects for all NRHP and/or CRHR-eligible historic properties is presented in the F-B LGA Supplemental Finding of Effects. Refer to Section 3.12 of the Draft Supplemental EIR/EIS for Socioeconomics and Communities impacts analysis, and Section 3.16 for Aesthetics and Visual impacts analysis for information regarding other analysis of the elevated structure.

I051-8

The commenter suggests a station in Old Town Kern “between Baker and Beale streets” rather than F Street.

In response to this request, a feasibility study (Authority 2018) was conducted to determine whether a station between Baker and Beale streets in Old Town Kern would be practicable.

The following is a list of CHSR Technical Memorandum (TM) used to evaluate station sites.

- TM 2.1.3 Turnouts and Station Tracks
- TM 2.2.4 Station Platform Geometric Design

I051-8

As defined in the TMs, the length of the station platform is 1,400 feet long and a minimum of 117 feet wide. The station tracks that service the platforms connect to the mainline tracks at a minimum of 2,450 feet from the center of the platform. In addition, there are high-speed crossovers each side of the station track turnouts. These turnouts and crossovers must be located on tangent (straight) track, and cannot be within 1,300 feet of a horizontal curve.

Engineering

The Old Town Kern station as described by the commenter would be infeasible in terms of engineering for the following reasons:

- Mainline alignments would need to be moved south to allow edge of the HSR platform to be 15 feet from UPRR right-of-way line. A distance of 15 feet is required as maintenance easement along aerial structures. Additionally, moving the alignment would impact all properties south of Sumner Street, as well as all properties south of the F-B LGA alignment between Chester Avenue and Miller Street.
- Further, the distance along the alignment between Baker Street and Beale Avenue is only 975 feet, which is 425 fewer feet than required by the CHSR TM as noted above. There is a horizontal spiral between Baker Street and Beale Avenue, which means that the station track turnouts would need to be placed north around the curve. This would add approximately 8,350 feet of additional viaduct. Station tracks to the east would begin approximately at Miller Street.
- Finally, the area between Baker Street and Beale Avenue and 19th Street and Kentucky Street minus the Union Pacific Railroad property is approximately 24 acres. The F Street Station site is 44 acres. Vehicular access to the site would be difficult and would require significant modification to City of Bakersfield arterial and collector roadways.

Response to Submission I051 (Michael Turnispeed, January 12, 2018) - Continued

I051-8

Environmental

The Old Town Kern station as described by the commenter would be infeasible in terms of environmental resources for the following reasons:

- The proposed station location along Sumner Street between Baker Street and Beale Avenue would displace several commercial businesses, including Pyrenees French Bakery, Luigi's, and Arizona Café. This site would also displace The Mission at Kern County (homeless shelter), Bakersfield Fire Station No. 2, and the U.S. Post Office building at 727 Kentucky Street.
- The Baker-Beale site as proposed has a high sensitivity for historical archaeological deposits, and contains two known historic properties (former SPRR, now UPRR, Rail Depot and the Fire Station). Placement of a station footprint here would cause a direct adverse effect to both properties.
- Further, a station located at the Baker-Beale site would likely have a much longer footprint extending in both directions along the centerline. Therefore, it is very likely that other known historic properties would be adversely affected (specifically, Noriega's Traditional Cultural Property [TCP] and the Amestoy Hotel, and possibly the Kern Land Co Warehouse). The F-B LGA project made a considerable effort to avoid, minimize, and mitigate potential adverse effects of the HSR viaduct to the Noriega's TCP – an HSR station at this location would likely have more extensive adverse effects on this property and others in the area.
- Finally, a station at this location would require additional inventory and evaluation of built environment resources to the north and south, and possibly to the east and west as well, in areas that are outside the current APE. These areas are likely to reveal additional historic properties based on the age of this neighborhood and the presence of known historic properties.

I051-8

The commenter argues that this would mitigate the adverse impacts of an elevated viaduct bisecting the Old Town Kern neighborhood.

If a station were placed in Old Town Kern, not only would a viaduct be placed along the current alignment, but the station itself would then bisect if not completely displace the whole area proposed for consideration. Impacts would not be mitigated and would in fact be escalated.

The commenter also states that this station would allow for an intermodal rail connection where the BNSF tracks “converge” with the LGA alignment, allowing for a second Amtrak station at Old Town Kern. The commenter suggests that this second Amtrak Station in Old Town Kern would be similar to the two Amtrak stations in Oakland at Jack London Square and the Oakland Coliseum.

It is highly unlikely that a second Amtrak station would be placed at the proposed Old Town Kern location, particularly as this is less than a mile from the current Bakersfield Amtrak Station, and a new Amtrak Station would cause further displacements and adverse impacts similar to those outlined above. It would be more likely (and cost effective) for a bus connector to be developed, similar to the City of Bakersfield's proposition for connecting the F Street Station and Amtrak, as described in the Making Downtown Bakersfield Station Area Vision Plan (2018). The two stations in Oakland mentioned by the commenter are approximately five miles apart, similar to other distances between Amtrak Stations in the densely populated Bay Area. The closest stations there are the Berkeley and Emeryville Stations, which are approximately two miles apart.

I051-9

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

Regardless of the existing land use type, including the oil field referred to by the commenter, agricultural impacts were calculated using the Farmland Mapping and Monitoring Program (FMMP) automated map and database system, administered by the California Department of Conservation. Important Farmland under the FMMP includes Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of

Response to Submission I051 (Michael Turnispeed, January 12, 2018) - Continued

I051-9

Local Importance. To calculate the direct permanent conversion of Important Farmland to nonagricultural use, the acreage in the permanent project footprint was quantified and identified as being permanently converted to HSR use. Indirect impacts to Important Farmland may increase the amount of Important Farmland conversion beyond that needed for use in the permanent project footprint, resulting in additional losses of Important Farmland.

I051-10

The commenter indicates that the Draft Supplemental EIR/EIS overstates the impacts of the May 2014 Project, and that the Draft Supplemental EIR/EIS incorrectly asserts that the F-B LGA follows existing transportation corridors while the Hybrid Alignment/May 2014 Project does not.

The Draft Supplemental EIR/EIS does not state that the May 2014 Project does not follow existing transportation corridors; refer to Section 2.3 of the Draft Supplemental EIR/EIS for a description of the May 2014 Project that highlights the extent that the alignment parallels BNSF and UPRR corridors. Refer to Section 2.4.2 of the Draft Supplemental EIR/EIS for a description of the F-B LGA that highlights the extent that the alignment parallels BNSF and UPRR corridors. The F-B LGA crosses over agricultural land between its parallel alignments along the BNSF and UPRR corridors. The siting of the F-B LGA in this area considered the future Northern Beltway Project (refer to Technical Appendix 3.19-B of the Draft Supplemental EIR/EIS) (Authority 2017). Section 1.2.2 of the Draft Supplemental EIR/EIS provides the objectives of the HSR System, Fresno to Bakersfield Section, and F-B LGA. One of these objectives states that the HSR shall “maximize the use of existing transportation corridors and right-of-way to the extent feasible.” In compliance with these objectives, the May 2014 Project as well as the F-B LGA follow existing transportation corridors and right-of-way to the extent feasible and only deviate short distances from existing transportation corridors due to design restrictions.

Due to the high speed of the HSR, the design requires long sweeping turns instead of sharper/shorter turns that are used for freight/passenger rails, and in some areas both the May 2014 Project and F-B LGA required deviation from transportation corridors. The

I051-10

May 2014 Project follows the BNSF corridor and deviates from this corridor in the City of Bakersfield for approximately 3.95 miles, until it turns and parallels the BNSF corridor in the vicinity of Commerce Drive in Bakersfield leading to the Truxtun Avenue Station. The F-B LGA follows the BNSF corridor and deviates in the vicinity of Cherry Avenue, just southeast of Shafter, for 7.29 miles until it reaches Verdugo Lane where it turns again and parallels the UPRR corridor through the F Street Station to the terminus of the F-B LGA alignment in East Bakersfield. The F-B LGA deviates from existing transportation corridors for a longer stretch, through rural, mostly agricultural land, while the May 2014 Project deviates from existing transportation corridors through the City of Bakersfield.

I051-11

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I052 (Lorraine Unger, December 19, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #194 DETAIL	
Status :	Action Pending
Record Date :	12/19/2017
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	12/19/2017
Submission Method :	Website
First Name :	Lorraine
Last Name :	Unger
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93305
Telephone :	6613235569
Email :	lorraineunger@att.net
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	
I052-1	The station proposed by the City of Bakersfield at F and Golden State appears the most logical. Less homes
I052-2	will be removed and some of the business can be easily relocated elsewhere in the City. The major drawback I
	have is the pipeline o CNG required for the GET fueling area fir local buses.
	EIR/EIS Comment : Yes
	Official Comment Period : Yes

Response to Submission I052 (Lorraine Unger, December 19, 2017)

I052-1

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

I052-2

The commenter suggests that the presence of a compressed natural gas pipeline for fueling of local Golden Empire Transit buses would be a drawback. If the compressed natural gas pipeline remains at the station site, then it would be encased. If the GET is relocated and the line is no longer needed, then it would be capped in place.

Submission I053 (Unknown, November 22, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #167 DETAIL	
Status :	Action Pending
Record Date :	12/1/2017
Response Requested :	No
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	11/22/2017
Submission Method :	Program Info Line
First Name :	Unknown
Last Name :	Unknown
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	
Telephone :	
Email :	
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	

I053-1 | It's obviously that this train is somebody's agenda, it's way over budget from what the voters voted for, it should be stopped and the money should be directed to, either, public services, such as police or water and dams that this is a nonsense train has no need in California.

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I053 (Unknown, November 22, 2017)

I053-1

Refer to Standard Response FB-LGA-Response-GENERAL-09: Oppose HSR Project (e.g., Cost; Funding; Impacts on Cities, Counties, Communities, Farmland, Agriculture, Natural Environment, Wildlife and Habitat, Air Quality, Business, Land Access, and Residential).

Submission I054 (Unknown, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #414 DETAIL

Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/17/2018
Submission Method :	Project Email
First Name :	Unknown
Last Name :	Unknown
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	6617031766@mms.att.net
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I054-1 | I want the terminal at truxtun ave

EIR/EIS Comment :	Yes
Official Comment Period :	No

Response to Submission I054 (Unknown, January 16, 2018)

I054-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I055 (Unknown, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #383 DETAIL

Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Unknown
Last Name :	Unknown
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	jamespau@pacbell.net
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I055-1

We feel the location of the high speed train terminal should be located on Truxtun Ave.

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I055 (Unknown, January 16, 2018)

I055-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I056 (Unknown, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #328 DETAIL

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Unknown
Last Name :	Unknown
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	iimpalakid@yahoo.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I056-1 | No Bakersfield F street station

Sent from my iPhone
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I056 (Unknown, January 16, 2018)

I056-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I057 (Unknown, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #359 DETAIL	
Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	No
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Email
First Name :	
Last Name :	Unknown
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	
Telephone :	
Email :	iimpalakid@yahoo.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	
EIR/EIS Comment :	Yes
Official Comment Period :	Yes
Attachments :	78257_359_Unknown_email_011618_Original.pdf (92 kb)

I057-1

Subject: FW: No Bakersfield F street station

From: iimpalakid@yahoo.com [<mailto:iimpalakid@yahoo.com>]
Sent: Tuesday, January 16, 2018 1:07 PM
To: Perez-Arrieta, Stephanie (FRA) <stephanie.perez@dot.gov>
Subject: No Bakersfield F street station

No Bakersfield F street station

Choose Truxtun

Sent from my iPhone

1

Response to Submission I057 (Unknown, January 16, 2018)

I057-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I058 (Tony Unknown, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #430 DETAIL	
Status :	Action Pending
Record Date :	1/19/2018
Response Requested :	No
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Program Info Line
First Name :	Tony
Last Name :	Unknown
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	
Telephone :	
Email :	
Email Subscription :	
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	

I058-1 | Yes, my name is Tony I'm a resident of Bakersfield on the west side and I would like the High-Speed Rail to be located on Truxtun Avenue, thank you.

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I058 (Tony Unknown, January 16, 2018)

I058-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I059 (Darlene Vangel, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #431 DETAIL	
Status :	Action Pending
Record Date :	1/19/2018
Response Requested :	No
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Program Info Line
First Name :	Darlene
Last Name :	Vangel
Professional Title :	
Business/Organization :	
Address :	2216 "A" Street
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	
Telephone :	661-563-2144
Email :	
Email Subscription :	
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	

I059-1 | I am calling to formally state my preference and support of the May 2014 project, known as the Hybrid Alignment, with a station located at Truxtun Avenue. I am very strong opposition to the Locally Generated Alignment of Bakersfield F Street station. As a 40 year resident of historic Westchester community in Bakersfield, which is adjacent to the proposed F Street station, this location makes absolutely no common, logistical or financial, sense. In addition, the fact that our City's decision makers are pushing and promoting the LGA is both irresponsible and suspicious, thank you for considering my comment and concerns. Darlene Vangel 2216 A Street, Bakersfield, phone number 661-563-2144. Please, seriously, put it on Truxtun, uh-this is urgent. Thank you.

EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I059 (Darlene Vangel, January 16, 2018)

I059-1

Refer to Standard Response FB-LGA-Response-GENERAL-04: Impacts to the Westchester Neighborhood Southwest of the F Street Station, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission I060 (Darlene Vangel, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #432 DETAIL	
Status :	Action Pending
Record Date :	1/19/2018
Response Requested :	No
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Program Info Line
First Name :	Darlene
Last Name :	Vangel
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	
Telephone :	661-563-2144
Email :	
Email Subscription :	
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	

I060-1 | Yes, my name is Darlene Vangel, I'm a 40 year resident in the Westchester-Bakersfield, California area. I'm calling to state my preference and support of the Truxtun Avenue location, I am in very strong opposition to the Locally Generated Alignment Bakersfield F Street Station Alignment BFSSA. As a 40 year resident of historic Westchester community of Bakersfield, which is adjacent to the propose F Street station, this location makes absolutely no common, logistical or financial sense. In addition, the fact that our City's decision makers are pushing and promoting this LGA is both irresponsible and suspicious. Thank you considering my comments and concerns. Phone number 661-563-2144, you may contact me if you wish, please, please, put it on Truxtun, save our city.

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I060 (Darlene Vangel, January 16, 2018)

I060-1

Refer to Standard Response FB-LGA-Response-GENERAL-04: Impacts to the Westchester Neighborhood Southwest of the F Street Station, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission I061 (Darlene Vangel, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #313 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Darlene
Last Name : Vangel
Professional Title :
Business/Organization :
Address : 2216 "A" Street
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93301
Telephone : 661-563-2144
Email : darlenevangel@icloud.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

I061-1

To whom it may concern- I am writing to formally state my preference and support of the May 2014 Project, known as the Hybrid Alignment, with a station located at Truxtun Avenue. I am in very strong opposition to the Locally Generated Alignment- Bakersfield "F" Street Station Alignment (BFSSA). As a 40 year resident of the Historic Westchester Community of Bakersfield, which is adjacent to the proposed "F" Street Station, this location makes absolutely NO common, logistical or financial sense. In addition, the fact that our City's decision makers are pushing and promoting the LGA is both irresponsible and suspicious. Thank you for considering my comments and concerns. Darlene Vangel
 2216 "A" Street Bakersfield, Ca. 93301 darlenevangel@icloud.com 661-563-2144
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I061 (Darlene Vangel, January 16, 2018)

I061-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I062 (Vanessa Vangel, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #321 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Project Email
First Name : Vanessa
Last Name : Vangel
Professional Title :
Business/Organization :
Address : 2224 "A" Street
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code :
Telephone : 661-345-6512
Email : vanessavangel@yahoo.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

Sent from my iPhone

Begin forwarded message:

> From: Vanessa Vangel <vanessavangel@yahoo.com>
 > Date: January 15, 2018 at 7:20:15 PM PST
 > To: fresnobakersfield@hsr.ca.gov
 > Cc: stephanie.perez@dot.gov
 > Subject: HSR Fresno to Bakersfield LOS Impacts-24th Street/Highway 178

>
>
>
>
>
>

>> Re: 24th Street LOS Impacts and support of the Truxtun Avenue Station location
 >> To whom it may concern-

I062-1

>> I am writing to provide formal comments in response to the Fresno to Bakersfield Locally Generated Alignment draft EIR/EIS. With respect to the draft EIR/EIS, my position can be summarized as follows: I support the May 2014 Project (known as the Hybrid Alignment) with a station at Truxtun Avenue and oppose the Locally Generated Alignment. If the Locally Generated Alignment is ultimately selected, I would like the station location

I062-1

at a location other than F Street and Golden State Avenue (preferably in Old Town Kern in the vicinity of Sumner Street between Beale and Baker).

I062-2

>>
 >> High-speed rail should be an intermodal connection next to Amtrak and within walking distance of the downtown core. The Truxtun Station is located within walking distance of the downtown area including multiple hotels, the convention center, Rabobank Arena, many government office buildings, a federal courthouse, the Maya Theater complex, Bakersfield's Ice Center, and McMurtrey Aquatic Center. The Mill Creek Linear Park, an active transportation facility linking to the Truxtun Station site further enhances its walk- and bike -ability.

I062-3

>>
 >> In addition to noting my preference for the Hybrid Alignment and opposition to the Bakersfield F Street Station Alignment (BFSSA), I would like to provide a few specific comments regarding the F-B LGA draft EIR/EIS.

>>
 >> Table 3.2-28 and Table 3.2-29 do not account for the impacts of all signalized intersections along SR-178 through downtown Bakersfield (also known as 23rd and 24th Streets). Why weren't the following intersections studied for analysis:

>> - F St at 24th St
 >> - H St at 23rd St
 >> - H St at 24th St
 >> - Chester at 23rd St
 >> - Chester at 24th St
 >> - L St at 23rd St
 >> - L St at 24th St
 >> - M St at 23rd St
 >> - M St at 24th St

>>
 >> Why wasn't a complete traffic analysis of the entire CA-178/23rd/24th Street corridor conducted? What are the impacts of vehicle trips from Westside Parkway/Centennial Corridor to the station at F Street? Given that there is no northbound 99 connection to Centennial Corridor, what are the impacts of North/South traffic on LOS and intersection delay at the above noted intersections? What are the impacts of North/South traffic on LOS and intersection delay at H St and Brundage; H St and California Avenue; Brundage and Chester; Chester and California Avenue; Union Avenue and Brundage; and California Avenue and Union Avenue? On all of these intersections what are existing traffic analysis and future traffic analysis with the F-B LGA alignment?

>> Plainly stated, the Bakersfield F Street Station Alignment is not locally preferred and bad for our community. Again, please keep the Hybrid alignment with a station at Truxtun next to Amtrak. Thank you for considering these comments and addressing my questions.

>>

>> Vanessa Vangel 2224 "A" Street
 >> Bakersfield, Ca. 93301 vanessavangel@yahoo.com 661-345-6512?

EIR/EIS Comment : Yes

Official Comment Period : Yes

Response to Submission I062 (Vanessa Vangel, January 16, 2018)

I062-1

The commenter suggests a station in Old Town Kern “between Baker and Beale streets” rather than F Street.

In response to this request, a feasibility study (Authority 2018) was conducted to determine whether a station between Baker and Beale streets in Old Town Kern would be practicable.

The following is a list of CHSR Technical Memorandum (TM) used to evaluate station sites.

- TM 2.1.3 Turnouts and Station Tracks
- TM 2.2.4 Station Platform Geometric Design

As defined in the TMs, the length of the station platform is 1,400 feet long and a minimum of 117 feet wide. The station tracks that service the platforms connect to the mainline tracks at a minimum of 2,450 feet from the center of the platform. In addition, there are high-speed crossovers each side of the station track turnouts. These turnouts and crossovers must be located on tangent (straight) track, and cannot be within 1,300 feet of a horizontal curve.

Engineering

The Old Town Kern station as described by the commenter would be infeasible in terms of engineering for the following reasons:

- Mainline alignments would need to be moved south to allow edge of the HSR platform to be 15 feet from UPRR right-of-way line. A distance of 15 feet is required as maintenance easement along aerial structures. Additionally, moving the alignment would impact all properties south of Sumner Street, as well as all properties south of the F-B LGA alignment between Chester Avenue and Miller Street.
- Further, the distance along the alignment between Baker Street and Beale Avenue is only 975 feet, which is 425 fewer feet than required by the CHSR TM as noted above.

I062-1

There is a horizontal spiral between Baker Street and Beale Avenue, which means that the station track turnouts would need to be placed north around the curve. This would add approximately 8,350 feet of additional viaduct. Station tracks to the east would begin approximately at Miller Street.

- Finally, the area between Baker Street and Beale Avenue and 19th Street and Kentucky Street minus the Union Pacific Railroad property is approximately 24 acres. The F Street Station site is 44 acres. Vehicular access to the site would be difficult and would require significant modification to City of Bakersfield arterial and collector roadways.

Environmental

The Old Town Kern station as described by the commenter would be infeasible in terms of environmental resources for the following reasons:

- The proposed station location along Sumner Street between Baker Street and Beale Avenue would displace several commercial businesses, including Pyrenees French Bakery, Luigi's, and Arizona Café. This site would also displace The Mission at Kern County (homeless shelter), Bakersfield Fire Station No. 2, and the U.S. Post Office building at 727 Kentucky Street.
- The Baker-Beale site as proposed has a high sensitivity for historical archaeological deposits, and contains two known historic properties (former SPRR, now UPRR, Rail Depot and the Fire Station). Placement of a station footprint here would cause a direct adverse effect to both properties.
- Further, a station located at the Baker-Beale site would likely have a much longer footprint extending in both directions along the centerline. Therefore, it is very likely that other known historic properties would be adversely affected (specifically, Noriega's

Response to Submission I062 (Vanessa Vangel, January 16, 2018) - Continued

I062-1

Traditional Cultural Property [TCP] and the Amestoy Hotel, and possibly the Kern Land Co Warehouse). The F-B LGA project made a considerable effort to avoid, minimize, and mitigate potential adverse effects of the HSR viaduct to the Noriega's TCP – an HSR station at this location would likely have more extensive adverse effects on this property and others in the area.

- Finally, a station at this location would require additional inventory and evaluation of built environment resources to the north and south, and possibly to the east and west as well, in areas that are outside the current APE. These areas are likely to reveal additional historic properties based on the age of this neighborhood and the presence of known historic properties.

I062-2

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station.

As discussed in Section 3.13 Station Planning, Land Use, and Development of the Draft Supplemental EIR/EIS, the land within the F Street Station site study area is currently developed with a mix of low-density commercial, residential, and industrial uses and vacant parcels. The Truxtun Avenue station location, conversely, is centrally located near the Rabobank Arena, Theater, and Convention Center, Marriott Hotel, and Amtrak station.

While the Truxtun Avenue station location would provide an immediate direct connection to the Amtrak Station and existing downtown amenities, public benefits derived from future transit-oriented development would be concentrated in a relatively small geographic area that is already developed, with little benefit to the rest of the city. The F Street Station site, however, offers opportunities for a comprehensive planning effort to revitalize the greater downtown area through the conversion of auto-oriented corridors to complete streets that prioritize the pedestrian, greater transit and multi-modal

I062-2

connectivity throughout downtown, and the revitalization of underutilized land.

The City of Bakersfield Making Downtown Bakersfield Vision Plan (May 2018; Vision Plan) describes a phased effort to link the F Street Station and the Amtrak Station through the development of transit, bicycle, and pedestrian improvements to enable passengers to transfer from the HSR train to local commuter transit. These improvements include bus rapid transit (BRT) on Chester and California Avenues, a downtown shuttle, and mobility hubs at the Amtrak Station, HSR station, and the Golden Empire Transit Center. While these services are central to connecting the HSR station and downtown, they provide the added benefit of offering a new alternative form of transportation for non-HSR riders throughout downtown. The Vision Plan also proposes public realm improvements along three corridors to form a pedestrian friendly loop around the downtown area, connecting residential, commercial, and parks, and open space areas and activating the F Street station area.

As discussed in Appendix 8-A of the Draft Supplemental EIR/EIS, because the F Street Station area contains more vacant land compared to the Truxtun Avenue Station, the F Street Station presents more opportunities for infill development, revitalization of existing large buildings, new job creation, and transit-oriented housing. The second phase of implementation detailed in the Vision Plan lays out a framework for redeveloping the area around the F Street station. Garces Circle would be transformed from an automobile-oriented roundabout into a high-density, mixed-use retail, residential and office district. This new district will be supported by rehabilitating adjacent mixed-use and single-family neighborhoods.

In addition to increased opportunities for revitalization, the F Street Station site would involve the loss of fewer homes compared to the Truxtun Avenue Station. The Truxtun Avenue Station would result in the conversion of 53 acres of single-family residential land uses and 4 acres of multi-family residential uses. The F Street Station would result in the conversion of 1 acre of single-family residential and 2 acres of multi-family residential land uses.

Response to Submission I062 (Vanessa Vangel, January 16, 2018) - Continued

I062-3

The commenter asks why some intersections in the downtown Bakersfield area were not included in tables showing intersection and roadway impacts of the F-B LGA. Of the intersections referenced by the commenter, F Street and 24th Street, Chester Avenue at 23rd Street, and Chester Avenue at 24th Street are included in the traffic analysis conducted for the Draft Supplemental EIR/EIS. These intersections are shown as intersections 36, 50, and 49, respectively, in Table 3.2-16 of the Draft Supplemental EIR/EIS.

Traffic impact analyses typically include intersections where a project adds 50 or more peak hour trips. As mentioned in Section 3.2.2 of the Draft Supplemental EIR/EIS, City of Bakersfield staff identified intersections that would not have added 50 trips but that they felt warranted evaluation. This approach is more conservative than the analysis presented in the Fresno to Bakersfield Section Final EIR/EIS. As discussed in Section 3.1.3.3 of the Draft Supplemental EIR/EIS, a new traffic analysis for the May 2014 Project was conducted concurrent with the F-B LGA analysis to provide an apples-to-apples comparison. If an intersection identified by the commenter is not on the list of studied intersections then the project would not add 50 or more peak hour trips and City staff did not consider the intersection necessary for study.

Submission I063 (Charlie Webb, January 17, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #366 DETAIL

Status : Action Pending
Record Date : 1/17/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/17/2018
Submission Method : Project Email
First Name : Charlie
Last Name : Webb
Professional Title :
Business/Organization :
Address : 202 Cannongate Drive
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93312
Telephone : 661-331-4779
Email : charlie.webb@bak.rr.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

To Whom It Concerns -

I am writing to provide formal comments regarding the draft EIR/EIS for the Bakersfield HSR Locally Generated Alignment.

I063-1

I am opposed to the so-called LAG (Locally Generated Alignment). I am opposed it because it does not provide direct connection to the existing Amtrak lines and because the proposed station location on Golden State Avenue is not within easy walking distance of the downtown core. Also, I do not believe the existing road infrastructure provides adequate access to this location.

Instead, I strongly support the May 2014 Project (known as the hybrid alignment) with a station at Truxtun Avenue. The Truxtun Station is located within walking distance of the downtown area including multiple hotels, the convention center, Rabobank Arena, many government office buildings, a federal courthouse, the Maya Theater complex, Bakersfield's Ice Center, and the McMurtrey Aquatic Center. It is also close to the Mill Creek Linear Park, an active transportation facility linking to the Truxtun Station site, further enhancing this option's walk- and bike -ability.

If the Locally Generated Alignment is ultimately selected, I would like the station location at a location other than F Street and Golden State Avenue (preferably in Old Town Kern in the vicinity of Summer Street between Beale and Baker). Thank you for considering these comments.

Sincerely,

Charlie Webb
 202 Cannongate Drive
 Bakersfield, CA 93312
 Mobile (661) 331-4779
 charlie.webb@bak.rr.com<mailto:charlie.webb@bak.rr.com>

EIR/EIS Comment : Yes
Official Comment Period : No

Response to Submission I063 (Charlie Webb, January 17, 2018)

I063-1

Refer to Standard Response FB-LGA-Response-GENERAL-03: Response to Comments Received After the Close of the Public Comment Period, FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

The commenter expresses concerns about the distance between the downtown core and the F Street station and pedestrian access/walkability.

Though not located immediately in the downtown core, the F-B LGA's proposed F Street Station has proximity to the downtown area, and the surrounding area has the potential for development. SR 204/99B is a main artery through Bakersfield that connects to SR 99 and SR 178. F Street provides direct access to the downtown core to the south; Chester Avenue also provides access to the downtown as well as to industrial, residential, and park uses to the north. East of the proposed station site, 34th Street provides east-west access to the station site.

The station site study area includes the Kern River, flood plain features, agriculture, open space, storage and warehouse, light industrial, commercial, and residential uses (Exhibit GENERAL-5.1).

The City of Bakersfield prepared a Vision Plan for the HSR Station Area in coordination with the Authority. The May 2018 Making Bakersfield Station Area Vision Plan includes an urban design strategy for downtown Bakersfield that promotes economic development and sustainability, encourages the physical development of the station area, and enhances the community's sustainability by encouraging infill development and multimodal connectivity, in particular transit-, pedestrian-, and bicycle-oriented connectivity. The Vision Plan includes phased development priorities (see Chapter 4 of the Vision Plan), a regional transit center located at the F Street Station, and a potential shuttle or other transport options between the F Street Station/Transit Center and the Downtown Bakersfield Amtrak Station. Pedestrian and bicycle connections with local trails (Kern River Parkway and Mill Creek Linear Park) and streets are also included in the Station Plans (see in particular sections 3.3 and 3.4 of the Vision Plan). The Vision Plan will build on existing planning efforts to create a vision for the development and

I063-1

revitalization of Downtown Bakersfield in conjunction with the HSR.

The commenter suggests a station in Old Town Kern "between Baker and Beale streets" rather than F Street.

In response to this request, a feasibility study (Authority 2018) was conducted to determine whether a station between Baker and Beale streets in Old Town Kern would be practicable.

The following is a list of CHSR Technical Memorandum (TM) used to evaluate station sites.

- TM 2.1.3 Turnouts and Station Tracks
- TM 2.2.4 Station Platform Geometric Design

As defined in the TMs, the length of the station platform is 1,400 feet long and a minimum of 117 feet wide. The station tracks that service the platforms connect to the mainline tracks at a minimum of 2,450 feet from the center of the platform. In addition, there are high-speed crossovers each side of the station track turnouts. These turnouts and crossovers must be located on tangent (straight) track, and cannot be within 1,300 feet of a horizontal curve.

Engineering

The Old Town Kern station as described by the commenter would be infeasible in terms of engineering for the following reasons:

- Mainline alignments would need to be moved south to allow edge of the HSR platform to be 15 feet from UPRR right-of-way line. A distance of 15 feet is required as maintenance easement along aerial structures. Additionally, moving the alignment would impact all properties south of Sumner Street, as well as all properties south of the F-B LGA alignment between Chester Avenue and Miller Street.

Response to Submission I063 (Charlie Webb, January 17, 2018) - Continued

I063-1

- Further, the distance along the alignment between Baker Street and Beale Avenue is only 975 feet, which is 425 fewer feet than required by the CHSR TM as noted above. There is a horizontal spiral between Baker Street and Beale Avenue, which means that the station track turnouts would need to be placed north around the curve. This would add approximately 8,350 feet of additional viaduct. Station tracks to the east would begin approximately at Miller Street.
- Finally, the area between Baker Street and Beale Avenue and 19th Street and Kentucky Street minus the Union Pacific Railroad property is approximately 24 acres. The F Street Station site is 44 acres. Vehicular access to the site would be difficult and would require significant modification to City of Bakersfield arterial and collector roadways.

Environmental

The Old Town Kern station as described by the commenter would be infeasible in terms of environmental resources for the following reasons:

- The proposed station location along Sumner Street between Baker Street and Beale Avenue would displace several commercial businesses, including Pyrenees French Bakery, Luigi's, and Arizona Café. This site would also displace The Mission at Kern County (homeless shelter), Bakersfield Fire Station No. 2, and the U.S. Post Office building at 727 Kentucky Street.
- The Baker-Beale site as proposed has a high sensitivity for historical archaeological deposits, and contains two known historic properties (former SPRR, now UPRR, Rail Depot and the Fire Station). Placement of a station footprint here would cause a direct adverse effect to both properties.
- Further, a station located at the Baker-Beale site would likely have a much longer

I063-1

- footprint extending in both directions along the centerline. Therefore, it is very likely that other known historic properties would be adversely affected (specifically, Noriega's Traditional Cultural Property [TCP] and the Amestoy Hotel, and possibly the Kern Land Co Warehouse). The F-B LGA project made a considerable effort to avoid, minimize, and mitigate potential adverse effects of the HSR viaduct to the Noriega's TCP – an HSR station at this location would likely have more extensive adverse effects on this property and others in the area.
- Finally, a station at this location would require additional inventory and evaluation of built environment resources to the north and south, and possibly to the east and west as well, in areas that are outside the current APE. These areas are likely to reveal additional historic properties based on the age of this neighborhood and the presence of known historic properties.

Submission I064 (Benjamin Whately, January 12, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #276 DETAIL

Status : Action Pending
Record Date : 1/12/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/12/2018
Submission Method : Website
First Name : Benjamin
Last Name : Whately
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : 95819
Telephone :
Email : whatelylm@yahoo.com
Email Subscription :
Cell Phone :
Add to Mailing List : No
Stakeholder Comments/Issues :
I064-1 | Once a Driller. Always a Driller.
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I064 (Benjamin Whately, January 12, 2018)

I064-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I065 (Kelly Williams, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #355 DETAIL

Status : Action Pending
Record Date : 1/16/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/16/2018
Submission Method : Website
First Name : Kelly
Last Name : Williams
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93314
Telephone : 6613327213
Email : willy662@hotmail.com
Email Subscription :
Cell Phone :
Add to Mailing List : No
Stakeholder Comments/Issues :
EIR/EIS Comment : Yes
Official Comment Period : Yes

I065-1 | Please locate the Bakersfield station at the Truxtun location option

Response to Submission I065 (Kelly Williams, January 16, 2018)

I065-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I066 (Terry Wolfe, January 5, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #240 DETAIL	
Status :	Action Pending
Record Date :	1/8/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/5/2018
Submission Method :	Project Email
First Name :	Terry
Last Name :	Wolfe
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	bernardwolfe@aol.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I066-1 | I would like to express my opinion that the best location is at Truxtun and California. The infrastructure and access is already viable. The other site is not nearly as viable. Please make sure they put the station at Truxtun and California Ave.

Thanks
Terry Wolfe
EIR/EIS Comment :
Official Comment Period :

Response to Submission I066 (Terry Wolfe, January 5, 2018)

I066-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I067 (Sara Yang, December 20, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #207 DETAIL

Status : Action Pending
Record Date : 12/20/2017
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 12/20/2017
Submission Method : Project Email
First Name : Sara
Last Name : Yang
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone : (706) 296-1035
Email : sarakyang@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

sarakyang@gmail.com

(706) 296-1035

EIR/EIS Comment : Yes

Official Comment Period : Yes

Dear Sir or Madam,

I067-1 | I am a new resident of Bakersfield and would like to express my opposition to moving the HSR station from the Truxton Amtrak location to the F St/ 204 interchange location.

I strongly believe that the HSR should connect downtown Bakersfield to the rest of the HSR network via the existing bike- and pedestrian-friendly Amtrak station. Moving this station to the proposed F St location would be a terrible missed opportunity for the revitalization and redevelopment of downtown Bakersfield.

I067-2 | Additionally, Kern County will likely lose out on over 2,000 jobs if the F St alignment is chosen. The City Council's proposed route bypasses the potential location for a heavy maintenance facility, just south of Shafter, which would be the 8th biggest employer in Kern County.

Thank you for considering my concerns.

Your constituent,

--

Sara K. Yang

Response to Submission I067 (Sara Yang, December 20, 2017)

I067-1

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

I067-2

The HMF decision will be made separately from the identification of the preferred alignment and station alternatives in the Draft Supplemental EIR/EIS. A decision on the HMF site will be made sometime after environmental review is complete for both the Fresno to Bakersfield section and the Wye area near Chowchilla (the Wye area is being evaluated on a supplemental basis via a Subsequent EIR/Supplemental EIS to the certified 2012 Merced to Fresno Section EIR/EIS). To support this future decision, additional comparative study, design, and review may be necessary. Subsequent review and study may include further design.

Submission I068 (Jonathan Yates, January 3, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #234 DETAIL

Status : Action Pending
Record Date : 1/3/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/3/2018
Submission Method : Project Email
First Name : Jonathan
Last Name : Yates
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : yates.jonathane@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

Dear HSRA,

I068-1 | The Bakersfield City Council arrogantly thinks they know best, or perhaps they have something personal to gain from the F-St alignment, as it certainly isn't in the best interest of our city.

I068-2 | California only has one chance at the HSR station in Bakersfield and we want it downtown, where research shows it will have the maximum economic impact on the health and well-being of our city.

Bakersfield has a rich history and vibrancy that most Californians are unaware of. The F-St station will do a disservice to that legacy by attempting to move the downtown core of our city. However, with the poor station design, it's more likely to lead to no impact at all than booming development along F-St and the 204.

Thanks for your consideration,

Jonathan Yates

EIR/EIS Comment : Yes

Official Comment Period : Yes

Response to Submission I068 (Jonathan Yates, January 3, 2018)

I068-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

The High-Speed Rail Authority and the FRA are the CEQA and NEPA lead agencies, respectively, for the Draft Supplemental EIR/EIS.

I068-2

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I069 (Jonathan Yates, January 3, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #235 DETAIL

Status : Action Pending
Record Date : 1/3/2018
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 1/3/2018
Submission Method : Project Email
First Name : Jonathan
Last Name : Yates
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : yates.jonathane@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

Dear HSRA,

I069-1 | Our local government has a history of making poor decisions that don't lead to the right kind of development in our city. We have continuously sprawled at the expense of the once thriving parts of our town. Growth in one area cannibalizes growth in another and we are eating up farmland as we spread out. Look closely at our city and decide if you want to trust the government leaders that have that legacy. Men like Alan Tandy have been at the helm for over 25 years (our non-elected city manager). His track record with development across Bakersfield fails to show that his F-St proposal is a good one.

One of the most loved and influential Bakersfield musicians to ever live, Merle Haggard, was also disillusioned with the city that he called home, not because of the poor air quality or the summer heat, but because of the bad governance. Hear about it in his song "Kern River Blues." <https://www.youtube.com/watch?v=UwVRlrBqI7A>. (Plus, you probably need a little music to brighten your long slog through all of these HSR comments). In it, he talks about leaving Bakersfield because he's sick and tired of the politics and poor decisions from our leadership.

I069-2 | The park and ride station design of the F-St station will only contribute to more sprawl, incentivizing people to live far from the station and to

I069-2 | drive there as opposed to walking or biking.

I069-3 | Please don't let the city council dictate your decision. Don't contribute further to the disillusionment that we feel towards our government. Don't make us follow Merle's footsteps and leave this place we love and want to fight for.

Thanks,
 Jonathan Yates
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I069 (Jonathan Yates, January 3, 2018)

I069-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

The commenter provided a link to Merle Haggard's song "Kern River Blues." The contents of the link were reviewed and determined to be irrelevant to the environmental analyses contained in the Draft Supplemental EIR/EIS.

I069-2

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

I069-3

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

The High-Speed Rail Authority and the FRA are the CEQA and NEPA lead agencies for the Draft Supplemental EIR/EIS.

Submission I070 (Jonathan Yates, December 20, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #212 DETAIL

Status : Action Pending
Record Date : 12/20/2017
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 12/20/2017
Submission Method : Project Email
First Name : Jonathan
Last Name : Yates
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : jonathan@gritvalleyclimbing.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :

Dear HSR authority,

I am a prospective entrepreneur, hoping to open a business in Bakersfield within the next year and a half. This will involve a 1-2 million dollar investment.

For my business partners and I, being a part of rejuvenating downtown Bakersfield is a high priority, which is why that is where we are focusing our property search for the establishment of our business, a business that will have many positive overflow effects on nearby restaurants, shops, and housing demand.

I070-1 | I am very frustrated that the F-St plans are in contention, as this nonsensical approach, defying all best practices about transportation infrastructure, threatens the effectiveness of this massive HSR investment in Bakersfield.

I070-2 | If you choose the F street alignment, you will get fewer riders on the HSR.
 I070-3 | Those riders will have a less enjoyable experience than with the Truxton design, and vacant, decrepit downtown Bakersfield will continue to lag behind the other downtown areas of California.

I070-4 | I trust that you already know this, as the HSR authority was not so

I070-4 | ridiculous as to propose the F street alternative. Please know that the City Council does not represent the best interests of the residents of Bakersfield. My only conclusion is that there must be private interests that stand to gain from the F street alignment, interests that have power in the City Council. It is atrocious that the best interest of the city is secondary to these other concerns.

I070-5 | If the HSR F-street alignment moves forward, it will be a major blow to the future of my business and to the prospects of this large investment and source of jobs being located in downtown.

Thanks for your time,

Jonie Yates

EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I070 (Jonathan Yates, December 20, 2017)

I070-1

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

I070-2

The commenter asserts that the F-B LGA would have fewer riders than the May 2014 Project, but does not provide any evidence to support this assertion. The F-B LGA Transportation Analysis Technical Report (Authority and FRA 2017) includes analysis of station access and takes into account access via different modes including, buses, bicycle, and pedestrians. The ridership forecasting model used to generate trip generation forecasts for the Draft Supplemental EIR/EIS is described in Chapter 2, Section 2.5 of the Fresno to Bakersfield Section Final EIR/EIS and was prepared by Cambridge Systematics. The model has three basic components: trip frequency/group size; destination; and choice of mode. As identified in the Draft Supplemental EIR/EIS, the F-B LGA would result in the same estimates in terms of ridership when compared to the May 2014 Project.

I070-3

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

I070-4

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

I070-5

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission I071 (Jonathan Yates, December 20, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #213 DETAIL

Status : Action Pending
Record Date : 12/20/2017
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 12/20/2017
Submission Method : Project Email
First Name : Jonathan
Last Name : Yates
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code :
Telephone :
Email : Jonathan.Yates@wonderful.com
Email Subscription :
Cell Phone : (661)229-5112
Add to Mailing List :
Stakeholder Comments/Issues :

Dear HSR Authority,

I071-1 | I am very disappointed that the F street alignment is in contention for the Bakersfield stop of the HSR. As a resident of Bakersfield who is very hopeful for the future of the city, this move would be a serious setback. The vacant lots and store fronts of downtown would miss out on the boost that the HSR would bring, by making downtown a more loveable, loveable community. The residents of all of Bakersfield will miss out on having a more vibrant heart to their city.

I071-2 | The F street alignment will cost the HSR more to build than the Truxton stop, due to the expensive changes required to roads (F St interchange, 7th Standard), and it will cost the city even more in terms of lost opportunity to continue building momentum for a struggling downtown.

I071-3 | Kern County has one of the highest poverty rates in the state and the extra jobs that the Truxton station would bring would be a big boost to the well-being of Kern's residents, not only in the form of downtown revitalization that will be significantly better in with the Truxton stop, but also due to ancillary HSR jobs. The Wonderful Company has donated land to assist in the construction of the HSR through Shafter, which may lead to the construction of a heavy maintenance facility and the creation of over 2,000 jobs. We want the HMF to be built in Kern county and the F street alignment would prevent this from happening.

I071-5 | Bakersfield's residents are not being well informed of the trade-offs between the two, because the City Council has been failing to educate the public of the real trade-offs. Rather, it appears that they are trying to sneak this one under the radar.

I071-6 | Please help us by choosing the hybrid alignment, putting downtown Bakersfield on the right trajectory after decades of decay.

Thanks,

Jonathan

Jonathan Yates
 Strategy Consultant
 Mobile: (661)229-5112
[\[http://attach.wonderful.com/signature/wonderful_company2.png\]](http://attach.wonderful.com/signature/wonderful_company2.png)
 wonderful.com<<http://wonderful.com/>>

EIR/EIS Comment : Yes

Official Comment Period : Yes

Response to Submission I071 (Jonathan Yates, December 20, 2017)

I071-1

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

I071-2

The commenter states that the F Street Alignment [F-B LGA] will cost the HSR more than the May 2014 Project due to expensive road reconfigurations and lost development opportunities.

Refer to the October 2017 Cost Estimate Report for a comparison of the costs associated with F-B LGA and the May 2014 Project. The October 2017 Cost Estimate Report, on page 24 of the PDF, 20.02- through 20.07 provides a breakdown of station area costs for the May 2014 Project and the F-B LGA. Station building costs, according to category 20.02, are the same. The cost difference comes from the pedestrian and bike access and accommodation, landscaping, and the parking lots, and accessways including roads for automobile, bus, and vans accessways including roads. In particular, the May 2014 Project would require significantly more roadway modifications and refurbished paving than the F-B LGA. Furthermore, as shown in Table 6-1, the overall cost to construct the entire F-B LGA, not just the F Street Station, is substantially less than the overall cost to construct the May 2014 Project.

I071-3

Refer to Section 3.12, Socioeconomics and Communities, for job creation estimates for the F-B LGA and the May 2014 Project. The Draft Supplemental EIR/EIS identifies consistent job creation estimates for the F-B LGA and the May 2014 Project. Both the F-B LGA and the May 2014 Project would result in the creation of long-term jobs associated with operation and maintenance of the project. Both the F-B LGA and the May 2014 Project would generate new jobs associated with businesses attracted to the region as a result of the project, existing businesses in the region that expand as a result of the project, and spatial reallocation of employees taking advantage of the increased mobility provided by the HSR Project. Given that these employment effects are regional and the number of workers needed to operate the HSR would not change substantially between alternatives, job inducement under the F-B LGA and May 2014 Project would be similar.

I071-4

The HMF decision will be made separately from the identification of the preferred alignment and station alternatives in this Draft Supplemental EIR/EIS. A decision on the HMF site will be made sometime after environmental review is complete for both the Fresno to Bakersfield section and the Wye area near Chowchilla (the Wye area is being evaluated on a supplemental basis via a Subsequent EIR/Supplemental EIS to the certified 2012 Merced to Fresno Section EIR/EIS). To support this future decision, additional comparative study, design, and review may be necessary. Subsequent review and study may include further design.

I071-5

The commenter indicates that the City of Bakersfield City Council has not done an adequate job of informing the public.

The High-Speed Rail Authority and the FRA are the CEQA and NEPA lead agencies for the Draft Supplemental EIR/EIS. As such, public noticing of the availability of the Draft Supplemental EIR/EIS for public review was conducted by the High-Speed Rail Authority and FRA.

The Fresno to Bakersfield Section Draft Supplemental EIR/EIS was circulated for 60 days as required by CEQA (CEQA Guidelines §15080-15088).

In accordance with CEQA, the Draft Supplemental EIR/EIS was circulated for 60 days. The CEQA Guidelines provide:

"The public review period for a draft EIR shall not be less than 30 days nor should it be longer than 60 days except under unusual circumstances. When a draft EIR is submitted to the State Clearinghouse for review by state agencies, the public review period shall not be less than 45 days, unless a shorter period, not less than 30 days, is approved by the State Clearinghouse" (14 C.C.R. 15105).

Likewise, Section 13(c)(9) of the FRA Procedures for Considering Environmental Impacts provides:

Response to Submission I071 (Jonathan Yates, December 20, 2017) - Continued

I071-5

"The draft EIS shall be made available for public and agency comment for at least 45 days from the Friday following the week the draft EIS was received by EPA. The time period for comments on the draft EIS shall be specified in a prominent place in the document, but comments received after the stated time period expires should be considered to the extent possible" (64 FR 101, page 28545, May 26, 1999).

The Authority and FRA believe the time provided was sufficient for the public to review and provide comments on the Fresno to Bakersfield Section Draft Supplemental EIR/EIS. A formal public hearing was held in Bakersfield on December 19, 2017, at which written and verbal comments were accepted on the Draft Supplemental EIR/EIS.

Per the requirements set out by the CEQA Guidelines 15086 and 15087, the Authority and FRA provided widespread notice of the availability of the Draft Supplemental EIR/EIS to ensure that members of the public and local, state and federal agencies had the opportunity to review and provide comments. The Authority and FRA provided broad notice of the availability of the Supplemental EIR/EIS in the following ways: by mailing a notice to all individuals/organizations that requested notice in writing and publication in newspaper(s) of general circulation; by direct mailing to owners/occupants of property within 300 feet of the F-B LGA footprint and the May 2014 Project footprint; via direct mailing to agencies, elected officials, tribes, etc.; via direct mailing to those on the project mailing list; by submitting copies to the State Clearinghouse for state agency review; and via publication in the federal register. The Authority and FRA provided access to the Supplemental EIR/EIS in the following ways: the entire Draft Supplemental EIR/EIS, Volumes I through III, were made available on the Authority's website; CDs containing these documents were made available to anyone who requested them (in writing), free of charge; and CDs and printed copies were made available in public libraries in the vicinity of the affected alignments and the Authority offices. The Authority and FRA facilitated awareness of the availability of the Supplemental EIR/EIS in the following ways: by providing information during monthly agency meetings and regular consultations; by holding general public meetings, as well as individual meetings with stakeholders; by holding a public hearing during the 60-day review period for the Supplemental EIR/EIS; and by using mailed announcements.

Chapter 10 of the Draft Supplemental EIR/EIS lists the agencies, Native American

I071-5

tribes, elected officials, and organizations and businesses that were provided mailed notice of the availability of the document. Between November 3 and November 9, 2017, the Authority published a press release in all major newspapers in the area advising the public of the availability of the Draft Supplemental EIR/EIS on the Authority's website. The Authority used the County Assessors' rolls in Kern County to identify and provide notice to owners of land affected or within a 300-foot buffer of the May 2014 Project and F-B LGA footprints.

The public was given the opportunity to comment in any of several ways. Comments could be submitted to the Authority and FRA by card or letter (including cards and letters submitted at the public hearing), verbally at the public hearing, and by means of e-mail. The Authority and FRA have considered comments received after January 16, 2018 on the Draft Supplemental EIR/EIS. These comments are reproduced here in Chapters 20 through 26 of this Final Supplemental EIR. A total of approximately 290 submission letters (a submission letter by an individual or organization could consist of one or multiple comments) were submitted on the Draft Supplemental EIR/EIS. These submissions were provided via e-mail, via mailed letters, and via the Authority's website.

Public and agency outreach included notification and circulation of the Draft Supplemental EIR/EIS. Refer to Chapter 9 of the Supplemental EIR/EIS (Public and Agency Involvement), which describes the public and agency involvement efforts conducted during the preparation, and after publication, of the Supplemental EIR/EIS. Table 9-1 lists the agency and public meetings held as part of the Authority's outreach efforts associated with the F-B LGA development process. Table 8-1 of the Fresno to Bakersfield Section Final EIR/EIS lists the agency and public meetings held as part of the Authority's outreach efforts through the publication of the Fresno to Bakersfield Section Final EIR/EIS.

The Notice of Availability, which was distributed initially on November 9, 2017 and then, in corrected form on November 17, 2017, included notice of the December 19, 2017 Public Hearing and was mailed to schools, elected officials, stakeholders, agencies, and tribes. It was also mailed to owners and residents within 300 feet of the May 2014 Project and F-B LGA project footprint and to anyone who had requested to be notified.

Response to Submission I071 (Jonathan Yates, December 20, 2017) - Continued

I071-5

Finally, the NOA was published in 10 newspapers with circulation in the project area. The table below shows the names of publications and the dates the NOA was published.

Table 1. NOA Newspaper Publications
Publication
Initial Publication Date
Second Publication Date
1
<i>Bakersfield Californian</i>
11/9/2017
11/17/2017
2
<i>Bakersfield.com</i>
11/09/2017-11/15/2017
11/15/2017

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3
<i>El Popular</i>
11/3/2007
11/17/2017
4
<i>Fresno Bee</i>
11/9/2017
11/17/2017
5
<i>Hanford Sentinel</i>
11/9/2017
11/17/2017
6
<i>Vida en el Valle</i>
11/8/2017

Response to Submission I071 (Jonathan Yates, December 20, 2017) - Continued

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11/22/2017
7
<i>Corcoran Journal</i>
11/9/2017
11/15/2017
8
<i>Delano Record</i>
11/9/2017
11/23/2017
9
<i>Wasco Tribune</i>
11/8/2017
11/22/2017
10

I071-5

<i>Shafter Press</i>
11/8/2017
11/22/2017

In addition to publishing the notice in local newspapers, the Authority posted the NOA on the Fresno to Bakersfield project section webpage with a link from the Authority's homepage. The Authority also issued a press release on November 9, 2017 with the specific hearing information to media outlets in the Central Valley and an email list of 8,789 unique email addresses.

The FRA published a notice about the public hearing scheduled for December 19, 2017 in Bakersfield. The webpage was made available to the public on November 17, 2017 at: <https://www.fra.dot.gov/Page/P1072>. The U.S. Environmental Protection agency also published a notice about the availability of the Draft Supplemental EIR/EIS from the FRA on November 17, 2017.

Public meetings were announced through direct mail to those in the project database, advertisements in local newspapers, email notices, and postings on the Authority's website. Meeting notices were also delivered to key stakeholder groups to display at public counters/bulletin boards. Direct mailed notices for public meetings were in English and Spanish or contained a toll-free phone number for Spanish speakers to call. Emailed notices for public meetings were in English and Spanish. American sign language interpreters were available at the Draft Supplemental EIR/EIS Public Hearing.

For further detail of the public meetings held during the preparation of the Draft EIR/EIS and the RDEIR/SDEIS, refer to FB-Response-GENERAL-16 in the Fresno to Bakersfield Section Final EIR/EIS.

Various publications and materials were developed in English and Spanish and made

Response to Submission I071 (Jonathan Yates, December 20, 2017) - Continued

I071-5

available at public meetings, activity centers, information tables, and the Authority's website, including the Fresno-Bakersfield High-Speed Rail Fact Sheet, Statewide High-Speed Rail Fact Sheets, F-B LGA Fact Sheet, F-B LGA Frequently Asked Questions, Fresno to Bakersfield Frequently Asked Questions, Right-of-way Fact Sheets, "Your Property, Your High-Speed Rail Project," and the Permit to Enter fact sheet regarding field studies for various environmental disciplines. In addition, the Authority website includes information about HSR, the proposed HSR route, the Authority's Revised Business Plans (Authority 2012a, 2014, 2016), newsletters, press releases, board of directors meetings, recent developments, status of the environmental review process, Authority contact information, and related links.

I071-6

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission P001 (Mary Helen Barro, December 19, 2017)

1 our choices and about our opportunity to speak.
2 So if you don't think people care or won't be
3 impacted by the change, you're wrong. People do
4 care. And people, especially those who have the
5 most to gain from the downtown stop, will be
6 impacted, but they're otherwise constrained. And
7 on top of that, they were not adequately informed
8 of the opportunities they have to share their
9 voice or their opinion.

10 I still believe in the potential of this
11 place, but the proposition for the F Street stop
12 makes me question if that potential will ever be
13 realized.

14 Thank you.

15 MS. MARTINEZ: Thank you, Ms. Yates.

16 And once again, we'll pause things until
17 we get more cards.

18 (Pause from 7:36 p.m. to 7:41 p.m.)

19 MS. MARTINEZ: Okay, we have another
20 speaker card that's just come in.

21 Can I have Mary Helen Barro come to the -
22 - and speak, come to the microphone.

23 MS. BARRO: Thank you very much. I
24 appreciate it. (Speaking Spanish.)

25 I just wanted to come here and put in my

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P001-1

1 two cents worth. I'm a big supporter of high-
2 speed rail. I think it's critical for
3 California, especially with the new rails and
4 equipment that are going to be installed. It's
5 just horrifying to hear the news reports about
6 the recent train derailment. And so I'm really
7 looking forward to high-speed rail coming to --
8 well, it's already here in California, but coming
9 to Bakersfield especially. But all the jobs and
10 the services that it will provide, I think, are
11 critical to our future growth, as well as to
12 sustain the future growth that we're going to
13 have in other industries.

P001-2

14 I'm leaning -- I'm looking at the two
15 possible sites for the depot here in Bakersfield.
16 And I think that in spite of the concerns
17 expressed by Mercy Hospital and Bakersfield High
18 School, I think the best place would be the
19 original site, I think, which was the downtown
20 one, as opposed to the F Street site, because I
21 think it will really benefit a greater part of
22 the City of Bakersfield that is in most need, and
23 I think that's East Bakersfield where a great
24 many of the Latino community resides, as well as
25 Southeast Bakersfield. We need so much

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Submission P001 (Mary Helen Barro, December 19, 2017) - Continued

P001-2 | 1 attraction there to bring in additional
2 businesses and services to those residents.

P001-3 | 3 In the last few years, so much of the
4 growth has been to the southwest and the
5 northwest. And I think that our overall
6 community would benefit greatly if the depot was
7 in a more centralized location, close to downtown
8 where all of our federal buildings are, our state
9 buildings are, so people coming here would have
10 easy access to the center of town and those other
11 government buildings that would be much closer to
12 a station that was downtown.

13 So that's all I really have to say,
14 except hurry up and let's get going. Thank you
15 very much for coming, and thank you very much for
16 the public hearing.

17 MS. MARTINEZ: Thank you. Thank you very
18 much.

19 MS. BARRO: You're welcome. Thank you to
20 you, and Merry Christmas and Happy New Year.

21 MS. MARTINEZ: All right, once again,
22 we're going to pause. We're down to our last 15
23 minutes. It is 7:45.

24 (Pause from 7:45 p.m. to 8:00 p.m.)

25 MS. MARTINEZ: It's eight o'clock. Our

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Response to Submission P001 (Mary Helen Barro, December 19, 2017)

P001-1

Refer to Standard Response FB-LGA-Response-General-07: General Support of HSR.

P001-2

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

P001-3

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission P002 (Adam Cohen, December 19, 2017)

1 you present them to the panel and leave it in the
 2 comment box located next to the podium.
 3 At this time, I'd like to give any
 4 elected officials or city representatives the
 5 opportunity to provide their comments first.
 6 Seeing none, we do have a couple of
 7 cards. Our first speaker, our 18th speaker of
 8 the evening, is Adam Cohen.
 9 MR. COHEN: Good evening. I'd first like
 10 to say that I am completely supportive of the
 11 project, but opposed to the F Street alignment
 12 and the station at F Street.
 13 The comments that I previously provided
 14 to the Board were not accounted for in May, and
 15 it identified serious errors that are replicated
 16 in Figure 8-1, and everything that was drawn
 17 from. And specifically, they account for the
 18 Shafter Heavy Maintenance Facility, as well as an
 19 oil field. And they count those impacts, whether
 20 it be noise, farmland and other impacts
 21 attributable to the hybrid alignment,
 22 incorrectly.
 23 I'd also like to point here this figure
 24 here in the station area, Volume 3. And this not
 25 a walkable facility, and it actually conflicts

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1 with High-Speed Rail Authority design guidelines
 2 for a station. You've got a 30-foot wall on the
 3 north and you've got a highway interchange on the
 4 south, and it's not walkable. This facility also
 5 does not account and the EIR doesn't account for
 6 the traffic impacts between high-speed rail and
 7 Rabobank Arena, which has up to 10,000 visitors
 8 when it's full. So that adds substantial impacts
 9 that have not been taken into account in the EIR.
 10 I also want to point out that this EIR
 11 has substantial adverse impacts on Old Town Kern
 12 by placing a viaduct over Sumner Street. And I'd
 13 like to finally request from the Authority that
 14 if the alignment is deemed the best or preferred
 15 alignment, that an alternative station be looked
 16 at in Old Town Kern. This would allow for
 17 multimodal connectivity with Amtrak by providing
 18 a second Amtrak Station east of Bakersfield.
 19 That way you'd have two stations, similar to
 20 Oakland, Jack London Square-Coliseum-type setup.
 21 So with that being said, I really would
 22 implore that the Authority look at the alignment
 23 separate from the station, and that they actually
 24 release a revised EIR that corrects the impacts
 25 associated with the hybrid, because they're

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Submission P002 (Adam Cohen, December 19, 2017) - Continued

P002-8 | 1 misquoted, as I showed in Figure 8-1, as well as
P002-9 | 2 look at alternative station locations in the
3 metro area, aside from F Street and Golden State
4 Avenue, something that is closer to the downtown
5 core, something that is more walkable and that's
6 not, you know, two miles from downtown
7 destinations.
P002-10 | 8 Again, I'd like to encourage and request
9 that the Authority look at the specific traffic
10 impacts with disconnecting the station from
11 Amtrak, as well as its lack of walkability to the
12 convention center and the arena. If high-speed
13 rail were here today, we wouldn't be able to take
14 it to this meeting.
15 Thank you.
16 MS. MARTINEZ: Mr. Cohen, are you
17 representing yourself or an organization?
18 MR. COHEN: Myself. And, Valerie,
P002-11 | 19 just -- I'd like note, as well, that in the
20 papers the past few days, this was not noticed.
21 This public hearing was not in any of the papers.
P002-12 | 22 And so one of the things that I would
23 request is that consideration be done for another
24 public hearing after notice has been in the
25 newspaper.

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1 MS. MARTINEZ: Thank you.
2 MR. COHEN: Thank you.
3 MS. MARTINEZ: Terry Maxwell.
4 MR. MAXWELL: Good evening. My name is
5 Terry Maxwell. I am a former City Council
6 Member. I was a City Council Member between the
7 years 2012 and 2016, so I was part of the group
8 that sued you for you to consider this new
9 locally-generated alternative. We were upset
10 because the original alignment, the hybrid, was
11 going to take out a lot of homes. It was going
12 to cause a lot of destruction to our community.
13 And so we looked at the possibility of putting it
14 over on F and Golden State.
15 I was supportive of that, not realizing
16 what kind of an economic impact the high-speed
17 rail station was going to have on Downtown
18 Bakersfield. I was naive. I was part of the
19 group that, as I say, sued and pushed and pushed,
20 but I always viewed it as I really didn't want
21 the high-speed rail in Bakersfield in the first
22 place. I've thought it should have been on the
23 west side of town, well outside of the downtown
24 area.
25 But as I have looked at this, I have

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Response to Submission P002 (Adam Cohen, December 19, 2017)

P002-1

Refer to Standard Response FB-LGA-Response-General-07: General Support of HSR.

P002-2

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

P002-3

Refer to Standard Response FB-LGA-Response-AG-01: Updated Agricultural Lands Methodology, FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

Figure 8-1, which is noted by the commenter, is provided on page 8-3 of the Draft Supplemental EIR/EIS, but does not depict an HMF (not included in the project) or oil fields (addressed below).

Oil fields located along the project alignment and in the vicinity of the alignment are assessed in Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources, of the Draft Supplemental EIR/EIS. As shown in Figure 3.9-7 of the Draft Supplemental EIR/EIS (page 3.9-19), there are four oil fields located along the project alignment, including: Fruitvale Oil Field, Kern Front Oil Field, Rosedale Oil Field, and North Shafter Oil Field. Potential impacts related to the presence of oil fields are addressed under Impact GSSP #5, Encountering Mineral and Energy Resources during Construction and Loss of Availability of Known Mineral or Energy Resources of Statewide or Regional Significance (Supplemental EIR/EIS, page 3.9-27) and would be less than significant.

The commenter also notes concerns with noise and farmland. Potential impacts of the project associated with noise are addressed in Section 3.4, Noise and Vibration. Potential impacts of the project associated with farmland are addressed in Section 3.14, Agricultural Land.

No revisions to the Final Supplemental EIR are necessary based upon this comment.

P002-4

As shown in Volume III: Station Drawings, a bicycle and pedestrian path and bridges are proposed that would connect to existing bicycle infrastructure to provide active transportation connections, as well as an ADA accessible path. The station area includes a multi-use path that parallels the alignment from Chester Avenue to the Kern River Parkway. The 34th Street overpass over UPRR and down into the station area includes a sidewalk and connections to the multi-use path. Pedestrians not wanting to use 34th Street can access the multi-use path directly from Chester Avenue. The City of Bakersfield would be responsible for implementing transit-oriented development guidelines and policies to develop connectivity and pedestrian access to and from the HSR station. As such, the F Street Station is designed to accommodate pedestrian and bicycle active transportation modes, as well as transit and single-occupancy vehicles.

P002-5

Rabobank Arena is an existing facility. Traffic generated by that use already exists on the roads when events occur. The HSR system will actually provide attendees a transit alternative to attend events, thereby reducing the number of vehicle trips that would otherwise have occurred in the absence of the HSR station. Additionally, the F Street Station would enhance multimodal connectivity in downtown Bakersfield, thereby providing better transit access to all locations within the downtown including the Rabobank Arena. Furthermore, the circulation system is planned for the typical weekday peak commute periods. Events typically occur during off-peak hours or weekend hours outside of peak hours and do not require an obligation to analyze and mitigate. No revisions have been made to the Final Supplemental EIR in response to this comment.

P002-6

The F-B LGA project technical studies identified five historic properties that meet NRHP and CRHR eligibility criteria within the project Area of Potential Effect (APE) in the area of East Bakersfield also known as Sumner, Kern City, or Old Town Kern (refer to F-B LGA HASR). The F-B LGA project would not remove any NRHP/CRHR-eligible historic property in Old Town Kern and none of these historic properties would experience physical impacts, or direct adverse effects, under the F-B LGA project. The F-B LGA project would pose an indirect adverse visual effect to the historic property known as the Kern County Land Company Warehouse (MR#075, APN 014-350-09). Refer to Section 3.17.6.2 of the Draft Supplemental EIR/EIS for mitigation measures that address this

Response to Submission P002 (Adam Cohen, December 19, 2017) - Continued

P002-6

indirect adverse effect. Although the F-B LGA elevated structure would also be visible, or partly visible, from the other four NRHP/CRHR-eligible properties identified in the APE in the Old Town Kern area, this visual change would not diminish the historically significant aspects or features of these properties. The analysis of effects for all NRHP and/or CRHR-eligible historic properties is presented in the F-B LGA Supplemental Finding of Effects. Please also refer to Section 3.12 of the Draft Supplemental EIR/EIS for Socioeconomics and Communities impacts analysis, and Section 3.16 for Aesthetics and Visual impacts analysis for information regarding other analysis of the elevated structure.

P002-7

The commenter suggests a station in Old Town Kern “between Baker and Beale streets” rather than F Street.

In response to this request, a feasibility study (Authority 2018) was conducted to determine whether a station between Baker and Beale streets in Old Town Kern would be feasible.

The following is a list of CHSR technical memoranda (TM) were used to evaluate station sites.

- TM 2.1.3 Turnouts and Station Tracks
- TM 2.2.4 Station Platform Geometric Design

As defined in the TMs, the length of the station platform is 1,400 feet long and a minimum of 117 feet wide. The station tracks that service the platforms connect to the mainline tracks at a minimum of 2,450 feet from the center of the platform. In addition, there are high-speed crossovers each side of the station track turnouts. These turnouts and crossovers must be located on tangent (straight) track, and cannot be within 1,300 feet of a horizontal curve.

Engineering

The Old Town Kern station as described by the commenter would be infeasible in terms

P002-7

of engineering for the following reasons:

- Mainline alignments would need to be moved south to allow the edge of the HSR platform to be 15 feet from UPRR right-of-way line. A distance of 15 feet is required as maintenance easement along aerial structures. Additionally, moving the alignment would impact all properties south of Sumner Street, as well as all properties south of the F-B LGA alignment between Chester Avenue and Miller Street.
- Further, the distance along the alignment between Baker Street and Beale Avenue is only 975 feet, which is 425 fewer feet than required by the CHSR TM as noted above. There is a horizontal spiral between Baker Street and Beale Avenue, which means that the station track turnouts would need to be placed north around the curve. This would add approximately 8,350 feet of additional viaduct. Station tracks to the east would begin approximately at Miller Street.
- Finally, the area between Baker Street and Beale Avenue and 19th Street and Kentucky Street minus the Union Pacific Railroad property is approximately 24 acres. The F Street Station site is 44 acres. Vehicular access to the site would be difficult and would require significant modification to City of Bakersfield arterial and collector roadways.

Environmental

The Old Town Kern station as described by the commenter would be infeasible in terms of environmental resources for the following reasons:

- The proposed station location along Sumner Street between Baker Street and Beale Avenue would displace several commercial businesses, including Pyrenees French Bakery, Luigi's, and Arizona Café. This site would also displace The Mission at Kern County (homeless shelter), Bakersfield Fire Station No. 2, and the U.S. Post Office building at 727 Kentucky Street.

Response to Submission P002 (Adam Cohen, December 19, 2017) - Continued

P002-7

- The Baker-Beale site as proposed has a high sensitivity for historical archaeological deposits, and contains two known historic properties (former SPRR, now UPRR, Rail Depot and the Fire Station). Placement of a station footprint here would cause a direct adverse effect to both properties. As such, the FRA would be required to choose the May 2014 Project because of Section 4(f) of the U.S. Transportation Act. The LGA successfully avoided all direct impacts on historic properties.
- Further, a station located at the Baker-Beale site would likely have a much longer footprint extending in both directions along the centerline. Therefore, it is very likely that other known historic properties would be adversely affected (specifically, Noriega's Traditional Cultural Property [TCP] and the Amestoy Hotel, and possibly the Kern Land Co Warehouse). The F-B LGA project made a considerable effort to avoid, minimize, and mitigate potential adverse effects of the HSR viaduct to the Noriega's TCP – an HSR station at this location would likely have more extensive adverse effects on this property and others in the area.
- Finally, a station at this location would require additional inventory and evaluation of built environment resources to the north and south, and possibly to the east and west as well, in areas that are outside the current APE. These areas are likely to reveal additional historic properties based on the age of this neighborhood and the presence of known historic properties.

The commenter argues that this would mitigate the adverse impacts of an elevated viaduct bisecting the Old Town Kern neighborhood.

If a station were placed in Old Town Kern, not only would a viaduct be placed along the current alignment, but the station itself would then bisect if not completely displace the whole area proposed for consideration. Impacts would not be mitigated and would in fact be escalated.

P002-7

The commenter also states that this station would allow for an intermodal rail connection where the BNSF tracks “converge” with the LGA alignment, allowing for a second Amtrak station at Old Town Kern. The commenter suggests that this second Amtrak Station in Old Town Kern would be similar to the two Amtrak stations in Oakland at Jack London Square and the Oakland Coliseum.

It is highly unlikely that a second Amtrak station would be placed at the proposed Old Town Kern location, particularly as this is less than a mile from the current Bakersfield Amtrak Station, and a new Amtrak Station would cause further displacements and adverse impacts similar to those outlined above. It would be more likely (and cost effective) for a bus connector to be developed, similar to the City of Bakersfield's proposition for connecting the F Street Station and Amtrak, as described in the Making Downtown Bakersfield Station Area Vision Plan (2018). The two stations in Oakland mentioned by the commenter are approximately five miles apart, similar to other distances between Amtrak Stations in the densely populated Bay Area. The closest stations there are the Berkeley and Emeryville Stations, which are approximately two miles apart.

P002-8

The commenter requests that impact analysis for the alignment be reported separately from the station in the summary of F-B LGA impacts and comparison with the May 2014 Project. This approach would be in conflict with the approach of the Final EIR/EIS, which looks at the impacts of the alignment and supporting facilities as a whole. The Draft Supplemental EIR/EIS follows the approach of the Final EIR/EIS.

P002-9

The commenter expresses concerns about the distance between the downtown core and the F Street station and pedestrian access/walkability.

Though not located immediately in the downtown core, the F-B LGA's proposed F Street Station has proximity to the downtown area, and the surrounding area has the potential for development. SR 204/99B is a main artery through Bakersfield that connects to SR 99 and SR 178. F Street provides direct access to the downtown core to the south; Chester Avenue also provides access to the downtown as well as to industrial,

Response to Submission P002 (Adam Cohen, December 19, 2017) - Continued

P002-9

residential, and park uses to the north. East of the proposed station site, 34th Street provides east-west access to the station site.

The station site study area includes the Kern River, flood plain features, agriculture, open space, storage and warehouse, light industrial, commercial, and residential uses (Exhibit GENERAL-5.1).

The City of Bakersfield prepared a Vision Plan for the HSR Station Area in coordination with the Authority. The May 2018 Making Bakersfield Station Area Vision Plan includes an urban design strategy for downtown Bakersfield that promotes economic development and sustainability, encourages the physical development of the station area, and enhances the community's sustainability by encouraging infill development and multimodal connectivity, in particular transit-, pedestrian-, and bicycle-oriented connectivity. The Vision Plan includes phased development priorities (see Chapter 4 of the Vision Plan), a regional transit center located at the F Street Station, and a potential shuttle or other transport options between the F Street Station/Transit Center and the Downtown Bakersfield Amtrak Station. Pedestrian and bicycle connections with local trails (Kern River Parkway and Mill Creek Linear Park) and streets are also included in the Station Plans (see in particular sections 3.3 and 3.4 of the Vision Plan). The Vision Plan will build on existing planning efforts to create a vision for the development and revitalization of Downtown Bakersfield in conjunction with the HSR.

P002-10

While the Truxtun Avenue Station (May 2014 Project) would be located at an existing public transportation center and would be more convenient for Amtrak and bus riders, the Kern Council of Government Metropolitan Bakersfield Transit Center Study (Kern Council of Governments 2015) identified the proposed F Street Station as a possible location for a "Transit Center" in the City of Bakersfield due to anticipated growth and higher demand for transit service. It also identifies the need for connectivity of various existing and future transit service connections. As discussed in Appendix 3.13-A, Land Use Plans, Goals, and Policies, of the Draft Supplemental EIR/EIS, the F Street Station was one of the 13 suitable transit center locations studied. Furthermore, the proposed F Street Station is approximately 1.5 miles from the Bakersfield Amtrak Station and would be designed as a multi-modal transportation hub that would maximize intermodal

P002-10

transportation opportunities, meeting overall project objectives consistent with the voter-approved Proposition 1A. The location of the F Street Station would complement existing public transportation, including local buses, intercity buses, and Amtrak trains.

As discussed in Chapter 2, F-B LGA Description and Section 3.2, Transportation, of the Draft Supplemental EIR/EIS, it is expected that Amtrak San Joaquin rail service would likely adjust to function more in the role of a feeder service to the HSR system in the Bakersfield area, providing passengers with the opportunity to connect to cities not served by HSR. This is consistent with the 2008 San Joaquin Corridor Strategic Plan (San Joaquin County 2008), the 2013 California State Rail Plan (Caltrans 2013), and the California HSR Program Revised 2012 Business Plan (Authority 2012), as discussed in the Fresno to Bakersfield Section Final EIR/EIS. This assumption is also consistent with the 2016 California HSR Business Plan (Authority 2016).

This would not preclude Amtrak or the City of Bakersfield from providing transit service to/from the proposed F Street Station. It should be pointed out that a spur connection, which is a secondary rail line branching off from the main route, was not evaluated as it was determined infeasible and did not satisfy the HSR program objective of providing a high-speed rail system to improve intercity travel.

P002-11

The commenter states that the Public Hearing was not advertised in newspapers in the days immediately before the hearing. The Notice of Availability, which was distributed initially on November 9, 2017 and then, in corrected form on November 17, 2017, included notice of the Hearing and was mailed to schools, elected officials, stakeholders, agencies, and tribes. It was also mailed out to owners and residents within 300 feet of the May 2014 Project and F-B LGA project footprint and to anyone who had requested to be notified. Finally, the NOA was published in 10 newspapers with circulation in the project area. The table below shows the names of publications and the dates the NOA was published.

Table 1. NOA Newspaper Publications
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Response to Submission P002 (Adam Cohen, December 19, 2017) - Continued

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Publication
Initial Publication Date
Second Publication Date
1
<i>Bakersfield Californian</i>
11/9/2017
11/17/2017
2
<i>Bakersfield.com</i>
11/09/2017-11/15/2017
11/15/2017
3
<i>El Popular</i>
11/3/2007

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11/17/2017
4
<i>Fresno Bee</i>
11/9/2017
11/17/2017
5
<i>Hanford Sentinel</i>
11/9/2017
11/17/2017
6
<i>Vida en el Valle</i>
11/8/2017
11/22/2017
7
<i>Corcoran Journal</i>

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P002-11

11/9/2017
11/15/2017
8
<i>Delano Record</i>
11/9/2017
11/23/2017
9
<i>Wasco Tribune</i>
11/8/2017
11/22/2017
10
<i>Shafter Press</i>
11/8/2017
11/22/2017

P002-11

In addition to publishing the notice in local newspapers, the Authority posted the NOA on the project section page with a link from the Authority's homepage. The Authority also issued a press release on November 9, 2017 with the specific hearing information to media outlets in the Central Valley and an email list of 8,789 unique email addresses.

The Federal Railroad Administration (FRA) published a notice about the public hearing scheduled for December 19, 2017 in Bakersfield. The webpage was made available to the public on November 17, 2017. Here is a link: <https://www.fra.dot.gov/Page/P1072>. The U.S. Environmental Protection agency published a notice about the availability of the Fresno to Bakersfield Draft Supplemental EIR/EIS from the FRA also on November 17, 2017.

P002-12

The commenter requests a second public hearing, asserting that noticing should be done in newspapers. The NOA was published in 10 newspapers with circulation in the project area. The table below shows the names of publications and the dates the NOA was published.

Table 1. NOA Newspaper Publications	
Publication	
Initial Publication Date	
Second Publication Date	
	1
<i>Bakersfield Californian</i>	

Response to Submission P002 (Adam Cohen, December 19, 2017) - Continued

P002-12

11/9/2017
11/17/2017
2
<i>Bakersfield.com</i>
11/09/2017-11/15/2017
11/15/2017
3
<i>El Popular</i>
11/3/2007
11/17/2017
4
<i>Fresno Bee</i>
11/9/2017
11/17/2017
5

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<i>Hanford Sentinel</i>
11/9/2017
11/17/2017
6
<i>Vida en el Valle</i>
11/8/2017
11/22/2017
7
<i>Corcoran Journal</i>
11/9/2017
11/15/2017
8
<i>Delano Record</i>
11/9/2017

Response to Submission P002 (Adam Cohen, December 19, 2017) - Continued

P002-12

11/23/2017
9
<i>Wasco Tribune</i>
11/8/2017
11/22/2017
10
<i>Shafter Press</i>
11/8/2017
11/22/2017

In addition to publishing the notice in local newspapers, the NOA was distributed initially on November 9, 2017 and then, in corrected form on November 17, 2017 and included notice of the Hearing and was mailed to schools, elected officials, stakeholders, agencies, and tribes. It was also mailed out to owners and residents within 300 feet of the May 2014 Project and F-B LGA project footprint and to anyone who had requested to be notified. The Authority also posted the NOA on the project section page with a link from the Authority's homepage. The Authority also issued a press release on November 9, 2017 with the specific hearing information to media outlets in the Central Valley and an email list of 8,789 unique email addresses.

The Federal Railroad Administration (FRA) published a notice about the public hearing scheduled for December 19, 2017 in Bakersfield. The webpage was made available to the public on November 17, 2017. Here is a link: <https://www.fra.dot.gov/Page/P1072>.

P002-12

The U.S. Environmental Protection agency published a notice about the availability of the Fresno to Bakersfield Draft Supplemental EIR/EIS from the FRA also on November 17, 2017.

The public hearing was noticed in newspapers, online, and via mail to area stakeholders. The purpose of the public hearing is to solicit public comments on the Draft Supplemental EIR/EIS. The public comment period has now ended, and another public hearing is not required for further public comment.

Submission P003 (Adam Cohen, Citizens for Government Accountability, December 19, 2017)

1 asked whether he could speak twice because he
2 represents an organization, and he also has his
3 own interest.

4 So with that, Mr. Cohen, please join us
5 to speak.

6 MR. COHEN: Thank you. I just wanted to
7 make two additional points.

8 MS. MARTINEZ: What organization are you
9 representing?

10 MR. COHEN: Citizens for Government
11 Accountability. And I just want to make two
12 other points. We have over 500 members.

P003-1 | 13 And I just wanted to point out that in
14 the original hybrid EIR in Tables 3.14 at 6
15 through 7, I believe, are the tables, it pointed
16 out that there were zero acres of farmland
17 impacted. And miraculously, farmland from the
18 Shafter HMF facility were counted in the draft
P003-2 | 19 EIR for LGA mistakenly. So we have zero acres in
20 the original EIR. We've got a much higher number
21 quoted for the hybrid, mistakenly, erroneously in
22 the current draft.

P003-3 | 23 I also want to point out comparisons
24 between the F Street Station and Truxtun. F
25 Street is not a true station; it's a Park and

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P003-3 | 1 Ride facility comparable to a Bart station. And
2 if you look at some of the square footages, it's
3 not equivalent to the Truxtun Station at all.

P003-4 | 4 For example, the concessions average about 380
5 square feet, not much larger than the
6 communications closet. And in fact, those
7 concessions are smaller than the men's and
8 women's restrooms individual at the Kings-Tulare
9 County Stations, so it's not a true station.

10 And so one of the things that I think
11 needs to be done and that I would request is
12 actually consideration for revised station
13 design, revised station area, to actually see if
14 a true station can be put there. It's not
15 equivalent to what was planned at Truxtun.

P003-5 | 16 And I would also ask, as well, that the
17 cost associated with the interchange at F Street
18 and Golden State Avenue, as well as some of the
19 other major infrastructure improvements, be
20 incorporated into the cost and to actually
21 provide the public a line-by-line cost based on
22 future and mile segment, so that way the public
23 can do a true comparison because we don't know
24 the origins of the Authority's cost comparisons
25 in the document. We can't tell exactly if there

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Submission P003 (Adam Cohen, Citizens for Government Accountability, December 19, 2017) - Continued

P003-5 | 1 is a cost savings or if something's been left out
2 to be able to do an equal comparison.

P003-6 | 3 So I'd just like to just kind of conclude
4 on that note. And I'll give you the table number
5 to reference. In the hybrid EIR that I was
6 referring to earlier, Table 3.14-6 is one of the
7 tables. And I believe it's .-7 is, I think, the
8 other table. You'll see in the section there, it
9 says "zero acres" they call out specifically for
10 the hybrid on farmland.

11 Thank you.

12 MS. MARTINEZ: Thank you.

13 As part of this process, obviously, we
14 have -- we get new cards in. We also end up in
15 situations where we don't have any cards for the
16 moment, so we are in one of those situations
17 right now where we have no speaker cards. It is
18 6:27. We'll pause for a moment, and then maybe
19 wait a few minutes and see how that goes.

20 (Pause from 6:27 p.m. to 6:35 p.m.)

21 MS. MARTINEZ: Okay, we'll be taking --
22 pausing our hearing until seven o'clock. And
23 between 7:00 and 8:00 will be our final hour.

24 Thank you.

25 (Off the record at 6:36 p.m.)

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P003-1

Chapter 2 of the Draft Supplemental EIR/EIS states that the F-B LGA is a new alternative that was not evaluated in the Fresno to Bakersfield Section Final EIR/EIS. Section 1.1.3 of the Draft Supplemental EIR/EIS states that for the purpose of understanding the potential impacts of the F-B LGA, the Draft Supplemental EIR/EIS compares the F-B LGA to the complementary portion of the Preferred Alternative (May 2014 Project) identified in the Fresno to Bakersfield Section Final EIR/EIS. The complementary portion of the Preferred Alternative consists of the BNSF Alternative from Poplar Avenue to Hageman Road and the Bakersfield Hybrid Alternative from Hageman Road to Oswell Street.

The methodology used in Section 3.14.3 (pages 3.14-9 through 3.14-11) of the Fresno to Bakersfield Section Final EIR/EIS was updated for the Draft Supplemental EIR/EIS. Direct impacts to Important Farmland in the permanent project footprint were calculated. The permanent project footprint includes the proposed HSR right-of-way and associated facilities, such as traction power supply stations, maintenance of infrastructure facility (MOIF), and switching and paralleling stations, as well as shifts in roadway right-of-way associated with those facilities (including overcrossings and interchanges) that would be modified to accommodate the HSR project.

Table 3.14-5 on page 3.14-34 of the Fresno to Bakersfield Section Final EIR/EIS shows the potential permanent conversion of Important Farmlands as a combination of the project footprint and non-economic remnants by alternative alignment. The totals for the Bakersfield Hybrid Alternative and BNSF Alternative in Table 3.14-5 cannot be compared to the total direct impact of Important Farmland for the May 2014 Project and F-B LGA considered in the Draft Supplemental EIR/EIS due to the difference in methodologies, as described above. Furthermore, and as stated above, the May 2014 Project consists of the BNSF Alternative from Poplar Avenue to Hageman Road and the Bakersfield Hybrid Alternative from Hageman Road to Oswell Street. The Bakersfield Hybrid Alternative acreage represented in Table 3.14-5 only includes the southern portion of the May 2014 Project alignment from Hageman Road to Oswell Street, which passes through an urban area in Bakersfield. The northern portion of the May 2014 Project, which includes the BNSF Alternative from Poplar Avenue to Hageman Road, is predominantly an agricultural area. Therefore, revisions to the May 2014 Project direct impact study area totals are not needed. Refer to Figure 3.14-1 from the Draft

P003-1

Supplemental EIR/EIS, indicating the extent both the May 2014 Project and F-B LGA alignments, including areas of predominantly agricultural land that both alignments traverse.

P003-2

Chapter 2 of the Draft Supplemental EIR/EIS states that the F-B LGA is a new alternative that was not evaluated in the Fresno to Bakersfield Section Final EIR/EIS. Section 1.1.3 of the Draft Supplemental EIR/EIS states that for the purpose of understanding the potential impacts of the F-B LGA, the Draft Supplemental EIR/EIS compares the F-B LGA to the complementary portion of the Preferred Alternative (May 2014 Project) identified in the Fresno to Bakersfield Section Final EIR/EIS. The complementary portion of the Preferred Alternative consists of the BNSF Alternative from Poplar Avenue to Hageman Road and the Bakersfield Hybrid Alternative from Hageman Road to Oswell Street.

The methodology used in Section 3.14.3 (pages 3.14-9 through 3.14-11) of the Fresno to Bakersfield Section Final EIR/EIS was updated for the Draft Supplemental EIR/EIS. Direct impacts to Important Farmland in the permanent project footprint were calculated. The permanent project footprint includes the proposed HSR right-of-way and associated facilities, such as traction power supply stations, maintenance of infrastructure facility (MOIF), and switching and paralleling stations, as well as shifts in roadway right-of-way associated with those facilities (including overcrossings and interchanges) that would be modified to accommodate the HSR project.

Table 3.14-5 on page 3.14-34 of the Fresno to Bakersfield Section Final EIR/EIS shows the potential permanent conversion of Important Farmlands as a combination of the project footprint and noneconomic remnants by alternative alignment. The totals for the Bakersfield Hybrid Alternative and BNSF Alternative cannot be compared to the total direct impact of Important Farmland for the May 2014 Project and F-B LGA considered in the Draft Supplemental EIR/EIS due to the difference in methodologies, as described above. Furthermore, the May 2014 Project consists of the BNSF Alternative from Poplar Avenue to Hageman Road and the Bakersfield Hybrid Alternative from Hageman Road to Oswell Street. The Bakersfield Hybrid Alternative acreage represented in Table 3.14-

Response to Submission P003 (Adam Cohen, Citizens for Government Accountability, December 19, 2017) - Continued

P003-2

5 only includes the southern portion of the May 2014 Project alignment from Hageman Road to Oswell Street, which passes through an urban area in Bakersfield. The northern portion of the May 2014 Project, which includes the BNSF Alternative from Poplar Avenue to Hageman Road, is predominantly an agricultural area. Therefore, revisions to the May 2014 Project direct impact study area totals are not needed. Refer to the Figure 3.14-1 from the Draft Supplemental EIR/EIS, for the extent of both the May 2014 Project and F-B LGA alignments, including areas of predominantly agricultural land that both alignments traverse.

P003-3

As shown in Volume III: Station Drawings, the HSR station includes retail space, bike storage, a potential bus terminal building, and plazas, in addition to waiting areas and platforms. Refer to Station Area drawing A6801; Attached to the main entrance building would be seven retail areas at Concourse Level averaging 457 square feet. The main building would house 8,882 square feet of retail storage. In addition, detached from the main entrance building, there would be six retail areas at Plaza Level averaging 2,347 square feet, and one 1,357 square foot retail space shown at concourse level. The total area of space available in the F Street Station is 18,646 square feet for retail, and 8,882 square feet for storage.

Conversely, referring to the Truxtun Avenue station for the B3 hybrid alignment, the station area included only two areas for retail space totaling 4,817 square feet.

The total station area of the F Street Station is 46.25 acres, compared to 24 acres for the Truxtun Avenue Station.

P003-4

Refer to Station Area drawing A6801 in Volume III, Section F of the Draft Supplemental EIR/EIS. Attached to the main entrance building would be seven retail areas at Concourse Level averaging 457 square feet. In addition, the Plaza Level of the main building would include 14,086 square feet of retail space, averaging 2,817 square feet. In addition, one 1,357 square foot retail space would be available at the Concourse Level.

P003-4

Also, available would be 8,882 square feet of retail storage space at the Plaza Level in the main building. The total area of retail-related space available in the F Street Station would be 18,646 square feet for retail and 8,882 square feet for retail storage.

Conversely, the Truxtun Avenue station for the B3 hybrid alignment, the station area included only two retail areas totaling 4,817 square feet.

P003-5

The commenter requests that the costs associated with the F Street Interchange be incorporated into the cost for the F-B LGA, and provided to the public. The 2017 Cost Estimate Report, available from the Authority upon request, includes costs for both the F Street Interchange (Unit Price Element 40.08.425A, approximately \$45 million). The cost estimate methodology used is included in the 2017 Cost Estimate Report as well as Chapter 6 of the Draft Supplemental EIR/EIS. Refer to Chapter 6 of the Draft Supplemental EIR/EIS for more information about cost; the costs for the F Street and other interchanges are included in Cost Category 40: Site work, Right-of-Way, Land, Existing Improvements.

Additionally the commenter requests "future and mile segment" costs. This approach was not employed for the analysis included as part of the Fresno to Bakersfield Section Final EIR/EIS and has not been incorporated into the Draft Supplemental EIR/EIS analysis. No revisions to the Final Supplemental EIR have been made in response to this comment.

P003-6

Chapter 2 of the Draft Supplemental EIR/EIS states that the F-B LGA is a new alternative that was not evaluated in the Fresno to Bakersfield Section Final EIR/EIS. Section 1.1.3 of the Draft Supplemental EIR/EIS states that for the purpose of understanding the potential impacts of the F-B LGA, the Draft Supplemental EIR/EIS compares the F-B LGA to the complementary portion of the Preferred Alternative (May 2014 Project) identified in the Fresno to Bakersfield Section Final EIR/EIS. The complementary portion of the Preferred Alternative consists of the BNSF Alternative from Poplar Avenue to Hageman Road and the Bakersfield Hybrid Alternative from

Response to Submission P003 (Adam Cohen, Citizens for Government Accountability, December 19, 2017) - Continued

P003-6


Hageman Road to Oswell Street.

The methodology used in Section 3.14.3 (pages 3.14-9 through 3.14-11) of the Fresno to Bakersfield Section Final EIR/EIS was updated for the Draft Supplemental EIR/EIS. Direct impacts to Important Farmland in the permanent project footprint were calculated. The permanent project footprint includes the proposed HSR right-of-way and associated facilities, such as traction power supply stations, maintenance of infrastructure facility (MOIF), and switching and paralleling stations, as well as shifts in roadway right-of-way associated with those facilities (including overcrossings and interchanges) that would be modified to accommodate the HSR project.

Table 3.14-6 and Table 3.14-7 of the Fresno to Bakersfield Section Final EIR/EIS show Protected Farmland permanently converted by each alignment in comparison to the corresponding segment of the BNSF Alternative, and Important Farmland in potential HMF alternative sites, respectively. No HMF sites are included in the footprint of the either the May 2014 Project or the F-B LGA, so, the information in Table 3.14-7 of the Fresno to Bakersfield Section Final EIR/EIS is not relevant to the analysis provided in the Draft Supplemental EIR/EIS. The totals shown in Table 3.14-6 for the Bakersfield Hybrid Alternative and BNSF Alternative cannot be compared to the total amount of protected farmland permanently converted for the May 2014 Project and F-B LGA, considered in the Draft Supplemental EIR/EIS due to the difference in methodologies. Furthermore, the May 2014 Project consists of the BNSF Alternative from Poplar Avenue to Hageman Road and the Bakersfield Hybrid Alternative from Hageman Road to Oswell Street. The Bakersfield Hybrid Alternative represented in Table 3.14-6 only includes the southern portion of the May 2014 Project alignment from Hageman Road to Oswell Street, which passes through an urban area in Bakersfield. The remaining northern portion of the May 2014 Project, which includes the BNSF Alternative from Poplar Avenue to Hageman Road, is predominantly an agricultural area. Therefore, revisions to the May 2014 Project direct impact study area totals are not needed. Refer to Figure 3.14-5 and Figure 3.14-6, from the Draft Supplemental EIR/EIS that show the Williamson Act Property in the permanent footprints of both the May 2014 Project and F-B LGA.

Submission P004 (Virginia Dallas-Dull, December 19, 2017)

12-19-17 Read Public Hearing

 CALIFORNIA High-Speed Rail Authority		Fresno to Bakersfield Section Community Town Hall - December 2017 Comment Card	
NAME: <i>Virginia Dallas-Dull</i>		DATE: <i>Dec. 19, 2017</i>	
MEETING LOCATION: <i>Mariott Bakersfield</i>		AFFILIATION: <i>Citizen of Bakersfield</i>	
ADDRESS: <i>11814 Kettering Dr.</i>		CITY: <i>Bakersfield</i>	STATE: <i>CA</i> ZIP: <i>93312</i>
EMAIL: <i>vdallasdull@gmail.com</i>		PHONE: <i>661-301-8188</i>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <small>*NOTE: This does not substitute for formal request to receive legal notices.</small> <i>Yes</i>		<input type="radio"/> STATEWIDE <input checked="" type="checkbox"/> FRESNO TO BAKERSFIELD PROJECT SECTION	
PLEASE SPECIFY WHICH COMMUNITY YOUR COMMENT COVERS* (Check all that apply)		<input checked="" type="checkbox"/> SHAFTER <input type="radio"/> OILDALE <input checked="" type="checkbox"/> BAKERSFIELD <input type="radio"/> OTHER <input checked="" type="checkbox"/> KERN COUNTY	
COMMENTS: <i>See attached.</i>			
<small>PLEASE SUBMIT THIS COMMENT CARD IN THE COMMENT BOX AT THE REGISTRATION TABLE. YOU MAY ALSO MAIL YOUR COMMENTS TO: CALIFORNIA HIGH-SPEED RAIL AUTHORITY ATTN: FRESNO TO BAKERSFIELD PROJECT SECTION, 770 L STREET, SUITE 620 MS-1, SACRAMENTO, CA 95814 OR SUBMIT YOUR COMMENTS AT WWW.HSR.CA.GOV OR VIA EMAIL TO FRESNO_BAKERSFIELD@HSR.CA.GOV</small>			

P004-1

I object to the HSR "F" Street Site for the following reasons:

P004-2

P004-3

P004-4

P004-5

P004-6

1. It is not integrated with other forms of public transportation – mainly local and long duration buses and trains.
2. It is not located at ground level – inconvenient for the consumer especially the elderly, disabled, and young parents with children.
3. The design puts pedestrians and bike riders at risk. Walking/biking the ramps and the underpass is unwise – especially in our city with a poor pedestrian safety record.
4. Pillars appear to be bedded in the river sand. How secure is it? I think of the Millennium Tower in San Francisco which is now tilting and inviting lawsuits. Corrective measures will be extremely expensive and may not even work.
5. The proposal does not consider the ambiance of the site. After putting money and effort into creating a welcoming downtown area, why would our city want to present the traveler with a site like F Street? Our hybrid site has everything the traveler needs – hotels, restaurants, entertainment, and a beautiful library.

Please let's think of the consumer and what we, as a city, can offer. The F Street Site is not Consumer Friendly.

Virginia Dallas-Dull vdallasdull@gmail.com 661-301-8188

December 19, 2017

Response to Submission P004 (Virginia Dallas-Dull, December 19, 2017)

P004-1

The proposed F Street Station is approximately 1.5 miles from the Bakersfield Amtrak Station and would be designed as a multi-modal transportation hub that would maximize intermodal transportation opportunities, meeting overall project objectives consistent with the voter-approved Proposition 1A. The location of the F Street Station would complement existing public transportation, including local buses, intercity buses, and Amtrak trains.

The City of Bakersfield Making Downtown Bakersfield Vision Plan (May 2018; Vision Plan), available on the City's website, illustrates the City's plan for the revitalization of Downtown Bakersfield in conjunction with the Bakersfield HSR Station. The City's mass transit vision is included in Section 3.4 of the Vision Plan, and contains additional information pertaining to the proposed Bus Rapid Transit upgrades, circulator shuttle, and new mobility hubs.

P004-2

The proposed F Street Station will be designed to be compliant with Americans with Disability Act requirements to accommodate the needs of all travelers.

P004-3

Sidewalks and dedicated bike lanes would be provided on the F Street underpass. Walking/Biking paths are separated from the travel lanes either by a physical barrier (curb, landscaping, etc.), or they are elevated above, until they tie into the existing paths. Section 2.4.4 of the Draft Supplemental EIR/EIS discusses the grade-separated pedestrian/bike path between the transit center and the F Street Station. Refer to Section 3.13, Station Planning, Land Use, and Development for discussion regarding the City's plan for Complete Streets in the station area.

P004-4

Cast-in-drilled-hole (CIDH) piles are used routinely in California bridge practice in areas where ground water is present. Piles will be sufficiently long enough to avoid such phenomenon cited by the commenter according to the California High-Speed Rail Design Criteria for HSR bridges (TM 2.3.3) and Caltrans Bridge Design Specifications

P004-4

for Roadway Bridges.

As discussed under Impact GSSP#1 in Section 3.9.4, Environmental Consequences, of the Draft Supplemental EIR/EIS, based on review of the regional geologic reports, the F-B LGA appears to be situated where there are competent soils near the ground surface, but there exists the possibility for encountering unstable soils in specific areas, particularly near river and stream crossings. The project would minimize impacts from potentially unstable soils through foundation design for site-specific conditions, such as the use of deep foundations or piles, based on site-specific, geotechnical investigations. See also avoidance and minimization measure GEO-IAMM #1: General Guidelines to be Followed.

P004-5

Compared to the Truxtun Avenue Station, the F Street Station presents more opportunities for infill development, revitalization of existing large buildings, new job creation, and transit-oriented housing. As with the May 2014 Project, TOD associated with the F Street Station would be consistent with the Kern Council of Governments and City of Bakersfield's plans and policies encouraging downtown revitalization (City of Bakersfield 2005).

P004-6

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission P005 (Virginia Dallas-Dull, December 19, 2017)

1 know it is not the intent. I know that that was
2 never the desired purpose. It is a factual
3 result, and I need High-Speed Rail to address
4 that.

5 So thank you.

6 MS. MARTINEZ: Thank you.

7 Our next speaker, and I believe this is
8 the last speaker for this hour, is Virginia
9 Dallas-Dall. After Ms. Dallas-Dall we will
10 take -- we will break for -- until the top of the
11 next hour.

12 MS. DALLAS-DALL: Thank you. Thank you

P005-1 | 13 for this opportunity. I am not going to be
14 referring to anything very specific, other than
15 my objection to having the terminus, the
16 Bakersfield terminus, at F Street. These are --
17 and I am a -- I represent nobody except the
18 consumer, the public transportation consumer.

P005-2 | 19 I don't believe that F Street route, I
20 forgot what it's called, the LGA or something
21 like that, is well integrated with other forms of
22 public transportation, mainly local and long-term
23 bus transportation and trains. It is not at
P005-3 | 24 ground level. It's raised way up high,
25 inconvenient for the consumer, especially

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P005-3 | 1 elderly, disabled, and parents with young
2 children.

P005-4 | 3 The design puts pedestrians and bike
4 riders at risk. Walking and biking the ramps and
5 through the underpass is unwise, especially when
6 you consider that our city has had a very poor
7 pedestrian safety record.

P005-5 | 8 The pillars for the F Street stop, and
9 that's the route some people are referring to
10 here, I know it goes through -- it's a different
11 route from -- I am in support of the hybrid
12 route -- the pillars seem to be going into the
13 sand of the river. And it makes me think of the
14 Millennium Tower in San Francisco which is now
15 leaning and inviting a lot of lawsuits, which I
16 think would be unsafe to be supporting the high-
17 speed rail. And we all know what happened in
18 Washington recently, not because of pillars, but
19 you've got to look at safety.

P005-6 | 20 The proposal does not consider the
21 ambience of the site. After putting --
22 Bakersfield -- the City of Bakersfield putting a
23 lot of money into rejuvenating our downtown, why
24 would the city want to present the traveler with
25 a site like F Street? Our hybrid site has

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Submission P005 (Virginia Dallas-Dull, December 19, 2017) - Continued

P005-6

1 everything the traveler needs, hotels,
2 restaurants, entertainment, and a beautiful
3 library.

4 And I'm a 73-year-old woman. I travel
5 alone. Most recently, I've used public
6 transportation in Denver, in Seattle, and one
7 other place, oh, New York City. And I am such a
8 supporter of well thought-out public
9 transportation, and I take advantage of it, and I
10 really appreciate it.

11 Thank you.

12 MS. MARTINEZ: Thank you.

13 So we will start again at four o'clock.

14 There are refreshments at the back of the room.

15 We invite you to stay for our continued

16 discussion at four o'clock.

17 (Off the record at 3:48 p.m.)

18 (On the record at the 4:02 p.m.)

19 MS. TINOCO: Good afternoon. My name is
20 Toni Tinoco. I'm an Information Officer for the
21 California High-Speed Rail Authority. I'd like
22 to welcome and thank you for your attendance and
23 participation in today's public hearing.

24 We are conducting this public hearing to
25 receive your comments on the environmental

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Response to Submission P005 (Virginia Dallas-Dull, December 19, 2017)

P005-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

P005-2

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station.

The City of Bakersfield Making Downtown Bakersfield Vision Plan (May 2018; Vision Plan) describes a phased effort to link the F Street Station and the Amtrak Station through the development of transit, bicycle, and pedestrian improvements to enable passengers to transfer from the HSR train to local commuter transit. These improvements include bus rapid transit (BRT) on Chester and California avenues, a downtown shuttle, and mobility hubs at the Amtrak Station, HSR station, and the Golden Empire Transit Center. While these services are central to connecting the HSR station and downtown, they provide the added benefit of offering a new alternative form of transportation for non-HSR riders throughout downtown. The Vision Plan also proposes public realm improvements along three corridors to form a pedestrian friendly loop around the downtown area, connecting residential, commercial, and parks, and open space areas and activating the F Street station area.

P005-3

Refer to Drawing No. A0001 of the Volume III Station Plans of the Draft Supplemental EIR/EIS. Applicable codes, rules, standards and guidelines include, but are not limited to ADA compliance for buildings and facilities. Walkways and sidewalks will be available throughout the station to provide a network for pedestrian access to local roadways. Pedestrians accessing the station from 34th Street would cross over the UPRR at a 5 percent grade (Sheet CV-T1051 of the Roadway and Roadway Structure Plans of Volume III of the Draft Supplemental EIR/EIS). The distance from the Golden State Mall to the main station entrance is approximately 1,000 feet. Refinements to the station design will be considered by the design/build contractor. No revisions to the design have been made in response to this comment.

P005-4

As shown in Volume III: Station Drawings, a bicycle and pedestrian path and bridges are proposed that would connect to existing bicycle infrastructure to provide active transportation connections, as well as an ADA accessible path. The station area includes a multi-use path that parallels the alignment from Chester Avenue to the Kern River Parkway. The 34th Street overpass over UPRR and down into the station area includes a sidewalk and connections to the multi-use path. Pedestrians not wanting to use 34th Street can access the multi-use path directly from Chester Avenue. The City of Bakersfield would be responsible for implementing transit-oriented development guidelines and policies to develop connectivity and pedestrian access to and from the HSR station. As such, the F Street Station is designed to accommodate pedestrian and bicycle active transportation modes, as well as transit and single-occupancy vehicles.

P005-5

Cast-in-drilled-hole (CIDH) piles are used routinely in California bridge practice in areas where ground water is present. Piles will be sufficiently long enough to avoid such phenomenon cited by the commenter according to the California High-Speed Rail Design Criteria for HSR bridges (TM 2.3.3) and Caltrans Bridge Design Specifications for Roadway Bridges.

As discussed under Impact GSSP#1 in Section 3.9.4, Environmental Consequences, of the Draft Supplemental EIR/EIS, based on review of the regional geologic reports, the F-B LGA appears to be situated where there are competent soils near the ground surface, but there exists the possibility for encountering unstable soils in specific areas, particularly near river and stream crossings. The project would minimize impacts from potentially unstable soils through foundation design for site-specific conditions, such as the use of deep foundations or piles, based on site-specific, geotechnical investigations. See also avoidance and minimization measure GEO-IAMM #1: General Guidelines to be Followed.

P005-6

While the Truxtun Avenue station location would provide an immediate direct connection to the Amtrak Station and existing downtown amenities, public benefits derived from future transit-oriented development would be concentrated in a relatively small

Response to Submission P005 (Virginia Dallas-Dull, December 19, 2017) - Continued

P005-6

geographic area that is already developed, with little benefit to the rest of the city. Though existing conditions in the F Street Station area consist of low-density, auto-oriented development, the HSR creates an opportunity to strengthen and revive Chester Avenue and the station area as a whole with new multi-family residential and commercial development that is walking distance to the F Street Station. The second phase of implementation of the Draft City of Bakersfield Making Downtown Bakersfield Vision Plan lays out a framework for redeveloping the area around the F Street station. Garces Circle would be transformed from an automobile-oriented roundabout into a high-density, mixed-use retail, residential and office district. This new district will be supported by rehabilitating adjacent mixed-use and single-family neighborhoods.

Submission P006 (Marvin Dean, KMCA/SJVHSA, December 19, 2017)

Jan 16, 2018

CALIFORNIA High-Speed Rail Authority		COMMENT CARD PLEASE PRINT LEGIBLY	
NAME: MARVIN DEAN		DATE: 12-19-17	
MEETING LOCATION: BAKERSFIELD		AFFILIATION: KMCA SJVHSA	
ADDRESS: 1330 E TWIN AVENUE		EMAIL: KMCA@ATT.NET	PHONE: (661) 324-7585
CITY: BAKERSFIELD	STATE: CA	ZIP: 93305	
*WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
<input checked="" type="checkbox"/> STATEWIDE <input type="checkbox"/> FRESNO TO BAKERSFIELD			
**WOULD YOU LIKE THE AUTHORITY TO CONTACT YOU? <input type="radio"/> YES <input checked="" type="radio"/> NO			
<p>COMMENTS:</p> <p>* Support Hybrid Station location. Provide it the best location available for Bakersfield and provide the greatest economic development benefit to the citizen of Bakersfield. Best for traffic flow & transit mobility.</p>			
<small>Any information you provide is voluntary. This form, including all the information you may provide, may be posted on the Authority's website and/or may be subject to disclosure pursuant to the California Public Records Act. *Please complete the email section if you want to be placed on the Authority's email list. **Please complete the contact information if you want someone from the Authority to contact you. Please only provide your preferred method of contact.</small>			

Response to Submission P006 (Marvin Dean, KMCA/SJVHSA, December 19, 2017)

P006-1

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission P007 (Marvin Dean, San Joaquin Valley High-Speed Rail Association/Kern Minority Contractors Association, December 19, 2017)

1 at the registration table and at the comment
2 station, as well as computers that you can use to
3 submit your comment directly to the Authority
4 website. We also have folks who are here to
5 assist you if, in fact, you want to create -- you
6 want to submit something using the computers. We
7 can go ahead and help you with that.

8 Note that the comment period remains open
9 until January 16th, 2018.

10 If you already have written comments
11 prepared and would also like to present them
12 orally to the panel, hold on to them until after
13 you present them to the panel and leave it in the
14 comment box located next to the podium. Paul is
15 raising his hand. That is the comment box.

16 At this time, I'd like to give any
17 elected officials the opportunity to provide
18 their comments first. Do we have any elected
19 officials in the room? Okay.

20 Then let us start with our first speaker,
21 Marvin Dean.

22 MR. DEAN: Good evening everyone. My
23 name is Marvin Dean. I'm here representing
24 several organizations. I'm here representing.
25 I'm representing the High-Speed -- San Joaquin

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13

1 Valley High-Speed Rail Association, the Kern
2 Minority Contractors Association, myself as an
3 effected property owner that will be affected in
4 the property. When the high-speed rail goes
5 south of here to Palmdale, it's going to take my
6 building out before it takes out the homeless
7 shelter, so I'm affected.

8 I want to commend the High-Speed Rail
9 Authority and the City of Bakersfield for
10 agreeing to settle a lawsuit to come about
11 this -- to come about this -- look at the local
12 generated plan.

13 I had taken the position early on I
14 wasn't going to weigh in on the decision because
15 I'm a supporter of high-speed rail. I've been a
16 supporter for years and years, and I just want to
17 see a project here in Bakersfield and I want to
18 see a station here in Bakersfield. But because
19 I'm running for City Council for the 1st Ward, I
20 feel I must weigh in on the decision. And either
21 one of these routes will still effect my property
22 when it goes across Union, so I'll still be
23 affected.

24 I know I'm going to disappoint some of my
25 friends at the City of Bakersfield because the

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Submission P007 (Marvin Dean, San Joaquin Valley High-Speed Rail Association/Kern Minority Contractors Association, December 19, 2017) - Continued

P007-1

1 city spent a lot of time and the staff put a lot
2 of time into coming up with this locally
3 generated plan. But I must say that I cannot
4 support that project at that location. I believe
5 the right location was a decision that was made
6 here a year or so ago when you approved the
7 hybrid plan, and I'll tell you why. And I'll do
8 more in writing to get factual benefits of the
9 two sites.

P007-2

10 If you draw a circle around the map of
11 that, where that station is going to be, into a
12 five-mile radius, you're going to see that it's
13 going to affect the 1st Ward and the Southeast
14 Bakersfield and Old Town, which is primarily a
15 disadvantaged community. It will be an economic
16 boom for those communities out there, the jobs,
17 the raising in the property values and people
18 wanting -- getting onto that station and all the
19 site -- economic benefit of the station being in
20 that location. So for that reason alone I must
21 support the hybrid location. It's closer to
22 downtown. I believe you'll have a multi -- with
23 the access of bus, Skip Bus (phonetic), Amtrak,
24 cabs, all the various modes of transportation.

25 And I must say this to the public that

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15

P007-3

1 may or may not be aware of this. Years ago,
2 other council members, the council voted to -- in
3 the downtown business community, voted for that
4 very site. We looked at a site near -- almost
5 near where it's being proposed now on F Street,
6 and the consensus was it should go there.

7 So I want people to think -- know that it
8 wasn't something that the Authority just imposed
9 on this community on its own. It was something
10 that the community, at that time, wanted and we
11 did not leave the right-of-way in place. And
12 then the city then -- I was at the meeting when
13 they voted to remove the right-of-way. Then they
14 built some of that new development behind the
15 Amtrak.

16 So again, I think you got it right the
17 first time. And I believe the compromise that
18 you worked out with the city was that you would
19 study it, but no decision has been made until you
20 hear from the folks in this community tonight.

21 So for that reason, again, I think you
22 got it right and I support the hybrid over the
23 locally-generated plan. And I want to thank the
24 city for the time and the effort they put in.

25 Thank you.

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16

Submission P007 (Marvin Dean, San Joaquin Valley High-Speed Rail Association/Kern Minority Contractors Association, December 19, 2017) - Continued

1 MS. MARTINEZ: Thank you, Mr. Dean.

2 Next up -- and I'm going to begin to
3 announce who's coming up to speak, and also who
4 will be up next after that.

5 Our next speaker is Bill Dejcary. And
6 after him, we'll have Mr. Michael Kennedy.

7 MR. DEJCARY: My name is Bill Dejcary. I
8 have followed the high-speed rail project since
9 August of 2011 when the draft Fresno to
10 Bakersfield EIR was issued. While I own no
11 property in or near the possible alignments, as a
12 California taxpayer and 43-year resident of
13 Bakersfield, I'm a stakeholder in the project.

14 Two proposed alignments in the 2011 EIR
15 were in close proximity and didn't really offer a
16 choice. The alignments entered town with a 90-
17 foot elevation over the Westside Parkway and
18 followed the BNSF tracks along Truxtun Avenue
19 with a 30-foot elevation. There would be
20 extensive destruction to residences, schools,
21 churches, businesses, Mercy Hospital, the
22 Homeless Center, and municipal infrastructures,
23 such as Rabobank Arena and the city's municipal
24 services yard. There was public outrage.

25 In December 2011 the Bakersfield City

17

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Response to Submission P007 (Marvin Dean, San Joaquin Valley High-Speed Rail Association/Kern Minority Contractors Association, December 19, 2017)

P007-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

P007-2

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

P007-3

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission P008 (Bill Descary, December 19, 2017)

1 MS. MARTINEZ: Thank you, Mr. Dean.

2 Next up -- and I'm going to begin to
3 announce who's coming up to speak, and also who
4 will be up next after that.

5 Our next speaker is Bill Dejcary. And
6 after him, we'll have Mr. Michael Kennedy.

7 MR. DEJCARY: My name is Bill Dejcary. I
8 have followed the high-speed rail project since
9 August of 2011 when the draft Fresno to
10 Bakersfield EIR was issued. While I own no
11 property in or near the possible alignments, as a
12 California taxpayer and 43-year resident of
13 Bakersfield, I'm a stakeholder in the project.

14 Two proposed alignments in the 2011 EIR
15 were in close proximity and didn't really offer a
16 choice. The alignments entered town with a 90-
17 foot elevation over the Westside Parkway and
18 followed the BNSF tracks along Truxtun Avenue
19 with a 30-foot elevation. There would be
20 extensive destruction to residences, schools,
21 churches, businesses, Mercy Hospital, the
22 Homeless Center, and municipal infrastructures,
23 such as Rabobank Arena and the city's municipal
24 services yard. There was public outrage.

25 In December 2011 the Bakersfield City

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17

1 Council adopted on a six-to-one vote a resolution
2 opposing the high-speed rail project as it was
3 then planned, now note, not opposing high-speed
4 rail but opposing the project that was planned at
5 the time.

6 As a result, in 2012 the Authority
7 released a revised draft Fresno to Bakersfield
8 EIR with a hybrid alignment that was slightly
9 different from the prior two, but overall not
10 much better.

11 In May 2014 the High-Speed Rail Authority
12 Board approved the revised draft EIR with the
13 hybrid alignment as the preferred alignment and
14 directed Authority staff to work with Bakersfield
15 to resolve alignment issues south of 7th Standard
16 Road.

17 In order to protect the interest of all
18 City stakeholders, in June 2014 the city filed a
19 California Environmental Quality Act, or CEQA,
20 lawsuit against the High-Speed Rail Authority.
21 The Authority staff did work with city staff and
22 stakeholders to develop a locally-generated
23 alternative, or the LGA. With assurances that
24 the Authority would seriously consider and study
25 the LGA, the city settled it's CEQA lawsuit in

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18

Submission P008 (Bill Descary, December 19, 2017) - Continued

1 December of 2014.

2 In the meantime, the Authority has
3 studied the hybrid alignment from 7th Standard
4 Road near Shafter to a station at Truxtun and
5 Union called the May 2014 Project, and the LGA,
6 which follows the Union Pacific tracks, to a
7 station at F Street and State Route 204.

8 Last month the Authority release the
9 Fresno to Bakersfield Draft Supplemental EIR
10 which reflects its study of the May 2014 Project
11 and the LGA, which is the subject of today's
12 hearing.

P008-1

13 I'm here to express my wholehearted
14 support of the LGA. Using Table S-2 titled
15 Impact Comparison Between May 2014 Project and
16 LGA, on balance the advantages of the LGA are
17 apparent. Noteworthy is no impact to municipal
18 infrastructure, 298 fewer housing units
19 displaced, nearly \$500,000 less lost in property
20 and sales tax revenue, and ten permanent road
21 closures versus 14 in the 2014 Project.

P008-2

22 It is important to note the 7th Standard
23 to Downtown Bakersfield section estimated to cost
24 \$2.7 billion is not currently funded. The source
25 of the funding is unknown, considering the high-

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19

P008-21

1 speed rail project is already over budget.

2 MS. MARTINEZ: Thank you, Mr. Descary.

3 MR. DEJCARY: I've got one more sentence.

4 The Authority's focus is now on the
5 Fresno to San Jose section and electrifying
6 Caltrain in order to facilitate a route from San
7 Jose to San Francisco. Getting to Bakersfield is
8 not a priority.

9 MS. MARTINEZ: Thank you.

10 MR. DEJCARY: Thank you.

11 MS. MARTINEZ: Thank you, Mr. Descary.

12 Our next speaker will be Michael Kennedy,
13 followed by Frank Vazquez.

14 Just want to announce for a moment that
15 our representative from the FRA, Stephanie Perez,
16 is here. It's travel issues. Of course, this
17 time of year, these things happen, so we're
18 really excited that you were able to get here
19 when you did. Thank you.

20 All right, Mr. Kennedy?

21 MR. KENNEDY: Good afternoon. My name is
22 Michael Kennedy. I'm a member of the First Free
23 Will Baptist Church, also a stakeholder of Bethel
24 Christian School. I currently serve as Principal
25 of that organization, an organization that's

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20

Response to Submission P008 (Bill Descary, December 19, 2017)

P008-1

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

P008-2

The commenter asserts that the section of HSR from 7th Standard Road to Downtown Bakersfield, which is a portion of the F-B LGA, is not currently funded, and asserts further that the source of funding for this section is unknown.

The entire F-B LGA alignment, from Poplar Avenue north of Shafter to Oswell Street in East Bakersfield, is estimated to cost approximately \$2,687.5 million (in 2010 dollars) to construct, rather than the portion from 7th Standard Road to Downtown Bakersfield, as the commenter suggests.

Funding for the entire HSR project, including the F-B LGA, will be provided through a mixture of federal grants, Proposition 1A bond proceeds, and State Cap and Trade funds. The 2016 Business Plan states that with currently committed funding, the Silicon Valley to Central Valley portion is expected to be completed and serving passengers in 2025, and that revenues generated from this initial operating segment will add to the federal, state, bond, and private funding in order to facilitate the build of the rest of the HSR system (Authority 2016).

P008-3

The commenter asserts that the Authority is focused on the Fresno to San Jose section (sic), therefore, according to the commenter, bringing the train to Bakersfield is not a priority. Phase 1, which includes the Silicon Valley to Central Valley portions of the HSR system, has been chosen to be built first as discussed in the Authority's 2016 Business Plan. The 2016 Business Plan states that with currently committed funding, the Silicon Valley to Central Valley portion is expected to be completed and serving passengers in 2025, and that revenues generated from this initial operating segment will add to the federal, state, bond, and private funding in order to facilitate the build of the rest of the HSR system (Authority 2016). Therefore, to assist in funding further sections of the HSR system (including Phase 2, which extends the system through Bakersfield), Phase 1 should be built first. Furthermore, the Authority is committed to bringing the HSR train to

P008-3

Bakersfield, as emphasized by California HSR Authority Board Chairman Dan Richard at the May 10, 2016 Authority Board meeting in Bakersfield. The transcript and video for the May 2016 Board meeting is available on the Authority's website.

Submission P009 (Donald Foster, December 19, 2017)

1 of -- or will there be a discussion of those
2 sections in the Bakersfield to Southern
3 California sections of the report?

4 Thank you for hosting this public
5 hearing. And again, we will be submitting
6 written comments.

7 MS. MARTINEZ: Thank you very much.

8 Our next speaker is Donald Foster,
9 followed by -- well, Michael Kennedy, you're in
10 here a second time, from Bethel Christian School.

11 Is there a different Michael Kennedy? Okay.

12 Well, we'll see how that goes.

13 Or Fred Steno [sic].

14 So, for now, Mr. Foster.

15 MR. FOSTER: Good afternoon. My name is
16 Donald Foster. I'm a member of the First Free
17 Will Baptist Church, a Deacon, and also a Board
18 Member on our Bethel Christian School
19 Organization, that is negatively impacted by the
20 high-speed rail in this Fresno to Bakersfield
21 Project section.

22 Distinguished Members of this Board, as a
23 stakeholder in the church-school organization, I
24 have several concerns, one being that my wife has
25 been a teacher for the school for over 15 years.

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P009-2

1 My two daughters graduated from Bethel Christian
2 School. I have one daughter that donates time to
3 the school, separate and apart. And my
4 granddaughter, also, who graduated from Bethel
5 Christian School also helps out in the school,
6 and also a part-time worker there.

7 The trains will, in one location, be
8 about 100 feet from the church-school property.
9 The only -- and only a few hundred feet from our
10 buildings. And with the sound that's projected
11 by the high-speed rail, it will negatively impact
12 the ability of the students to study. And also,
13 there are many other aspects, such as the tower
14 that will be built within 50 feet of our
15 property, of the church property, and will also
16 negatively affect our communications within our
17 school and our church.

18 We request that you take note of these
19 concerns as there are legal obligations. Thank
20 you for your time. Our lawyers will continue to
21 try to work with our legal staff to find a
22 solution to our problem.

23 Thank you.

24 MS. MARTINEZ: Thank you, Mr. Foster.

25 Mr. Kennedy, you have yourself down here

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Submission P009 (Donald Foster, December 19, 2017) - Continued

1 for Bethel Christian School, so this is your

2 second time up.

3 MR. KENNEDY: Yes.

4 MS. MARTINEZ: Here's what I'm going to

5 ask you to do, because it looks like you're

6 trying -- you're representing two different

7 organizations.

8 MR. KENNEDY: Yes.

9 MS. MARTINEZ: Okay. In order to be fair

10 to the many speakers who are here, and it's a

11 reasonable grouping, I'm going to ask you to

12 perhaps take a step back and let another group of

13 folks kind of come up in and have their

14 conversation. And I'll push you back a little

15 farther in the line, so that we can have, you

16 know, people give their thoughts.

17 MR. KENNEDY: That would be fine. Thank

18 you.

19 MS. MARTINEZ: Are we comfortable with

20 that?

21 MR. KENNEDY: Yes.

22 MS. MARTINEZ: Okay. I apologize. Thank

23 you.

24 All right, Fred Steve [sic]?

25 MR. STARRH: Starrh.

29

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Response to Submission P009 (Donald Foster, December 19, 2017)

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Although the HSR will generate noise, noise levels would be attenuated with distance, shielding factors, and noise abatement measures considered for the project. Noise abatement measures in the form of noise barriers along the HSR alignment were considered for this area (N&V-MM#3). The noise barrier was determined to be both feasible and reasonable in the Fresno to Bakersfield Section Final EIR/EIS, the Draft Supplemental EIR/EIS, and their respective Noise and Vibration Technical Reports. The implementation of noise barriers would reduce severe exterior noise impacts to no impacts at this church-school facility, as described in Section 3.4.4.2 under Impact N&V #3 and shown in Table 3.4-21 and Figure 3.4-5 of the Draft Supplemental EIR/EIS. Refer to N&V-MM#3 for a discussion of the performance standards that must be achieved to ensure interior noise levels do not exceed 45 dBA Ldn.

P009-2

The F-B LGA does not include any towers within 50 feet of the First Free Will Baptist Church or Bethel Christian School. In this vicinity, the alignment is transitioning into the Edison Highway right-of-way.

Submission P010 (Louis Gill, Bakersfield Homeless Center, December 19, 2017)

1 the HSRA estimated that the train will emit
2 approximately 98 to 100 decibels at the speed
3 of 200 miles per hour. With our neighborhood
4 being only one decibel below the county
5 limit, this additional exposure will put us
6 above the limit."

7 I am worried that our accreditation will
8 be revoked because of this unresolved problem.
9 And I am worried that we are being overlooked.
10 And I am worried that our diplomas are at risk.

11 Thank you.

12 MS. MARTINEZ: Thank you, Mr. Kilgore.

13 Next, Louis Gill.

P010-1

14 MR. GILL: Good afternoon. My name is
15 Louis Gill, and I'm with the Bakersfield Homeless
16 Center. We're at 1600 East Truxtun.

17 The hybrid alignment, locally-generated
18 alignment, I don't care, they both require a
19 complete capture of our property. That's
20 important because the first EIR gave clearance
21 for acquisition of our facility if high-speed
22 rail was so willing.

23 We're 174-bed family shelter. There's
24 nobody else in our portion of California to
25 provide those services. We're a special-use

P010-1

1 nonprofit.

2 It was February of 2015 that we were
3 told, and it was made public in our paper, that
4 we were being acquired. We immediately began to
5 experience hardship in that we're an older
6 facility. It needs constant upkeep because it
7 gets used hard by hundreds of people every day.
8 People are not interested in providing donations
9 for capital improvements when they know it's
10 going to be torn out.

11 So now we have a situation where our
12 ability to serve is diminishing. The hardship is
13 real and there's no way to change that, except
14 for relocation, unless you guys are going to come
15 up with a third line that's going to come nowhere
16 near us, and I can't imagine that's going to
17 happen.

18 We petitioned High-Speed Rail for early
19 acquisition because as a special-use nonprofit
20 and somewhat of an odd organization to deal with,
21 it's going to take quite a bit of time, not only
22 to acquire property, design, build, and relocate.
23 We needed help.

24 High-Speed Rail staff agreed that we were
25 a different case and they were interested in

Submission P010 (Louis Gill, Bakersfield Homeless Center, December 19, 2017) - Continued

P010-1

1 exploring early acquisition with us.
2 September in 2016, we were notified that
3 they had received approval to proceed with an
4 appraisal of our property. In October of '16 the
5 appraiser toured our facility. We were assigned
6 an acquisition agent. And then we were told that
7 we were expecting somewhere around February or
8 March, we should be on the Public Works Board
9 agenda because that's the entity that can provide
10 authorization for High-Speed Rail to acquire our
11 parcel.

12 And then something political happened and
13 everything stopped.

14 We continue to have conversations with
15 Staff. We've worked very well with Staff. I
16 have no complaints there. But I am very
17 frustrated that we now have received a letter
18 that says that that process will not proceed. We
19 need to wait five or six years until you guys
20 begin acquiring property in this right-of-way. I
21 don't have five or six years. The people I serve
22 don't have five or six years. I need the
23 political will to be reinstated. I need High-
24 Speed Rail to do the right thing because they're
25 harming people that don't have a voice here. I

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1 know it is not the intent. I know that that was
2 never the desired purpose. It is a factual
3 result, and I need High-Speed Rail to address
4 that.

5 So thank you.

6 MS. MARTINEZ: Thank you.

7 Our next speaker, and I believe this is
8 the last speaker for this hour, is Virginia
9 Dallas-Dall. After Ms. Dallas-Dall we will
10 take -- we will break for -- until the top of the
11 next hour.

12 MS. DALLAS-DALL: Thank you. Thank you
13 for this opportunity. I am not going to be
14 referring to anything very specific, other than
15 my objection to having the terminus, the
16 Bakersfield terminus, at F Street. These are --
17 and I am a -- I represent nobody except the
18 consumer, the public transportation consumer.

19 I don't believe that F Street route, I
20 forgot what it's called, the LGA or something
21 like that, is well integrated with other forms of
22 public transportation, mainly local and long-term
23 bus transportation and trains. It is not at
24 ground level. It's raised way up high,
25 inconvenient for the consumer, especially

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Response to Submission P010 (Louis Gill, Bakersfield Homeless Center, December 19, 2017)

P010-1

The commenter states that both the F-B LGA and the May 2014 Project would require complete acquisition of the Bakersfield Homeless Center. The commenter states that the BHC was told in February of 2015 that the site would be acquired, and that the BHC began to experience hardship immediately, as it is an older facility that requires upkeep, but donors are not interested in providing donations for a facility that may be torn down imminently. The commenter states that the BHC petitioned for early acquisition, and the facility was appraised in October 2016. The commenter indicates that the BHC was told that its petition for early acquisition would go before the “Public Works Board” for approval. The commenter states that before early acquisition was approved, “everything stopped.” The commenter notes that the BHC has continued to be in contact with Authority staff, but that the BHC has been told that acquisitions may not begin for another five to six years. The commenter states that the facility and the community that it serves cannot wait another five to six years, and asks the Authority to address his concerns.

The Authority would acquire the land of property owners whose land is directly affected by the project in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. sec. 4601 et seq.) (Uniform Act). The Uniform Act establishes minimum standards for treatment and compensation of individuals whose real property is acquired for a federally funded project. For more information on the Uniform Act, see Appendix 3.12-A of the Fresno to Bakersfield Section Final EIR/EIS and FB-Response-SO-01 of the Fresno to Bakersfield Section Final EIR/EIS. Information about acquisition, compensation, and relocation assistance is also available on the Authority's website, please see, *Your Property, Your High-Speed Rail Project* (Authority 2013).

If the facility is acquired, coordination with BHC will comply with SO-MM#3, found in Section 3.12.6.2 of the Draft Supplemental EIR/EIS. The Measure states:

The Authority will minimize impacts resulting from the disruption to key community facilities. [...] The Authority will consult with the appropriate respective parties before land acquisition to assess potential opportunities to reconfigure land use and buildings and/or relocate affected facilities, as necessary, to minimize the disruption of facility activities and services, and also to ensure relocation that allows the community currently

P010-1

served to continue to access these services. Because many of these community facilities are located in Hispanic communities, the Authority will continue to implement a comprehensive Spanish-language outreach program for these communities as land acquisition begins. This program will facilitate the identification of approaches that would maintain continuity of operation and allow space and access for the types of services currently provided and planned for these facilities. Also, to avoid disruption to these community amenities, the Authority will ensure that all reconfiguring of land uses or buildings, or relocating of community facilities is completed before the demolition of any existing structures.

Submission P011 (Adeyinka Glover, Leadership Counsel for Justice and Accountability, December 19, 2017)

1 time. And we are hoping that our lawyers will
2 keep working with you to try to work this legal
3 matter, because we have legal obligations to
4 fulfill.

5 Thank you for your time.

6 MS. MARTINEZ: Thank you, Mr. Vasquez.

7 Up next, Adeyinka Glover, and I apologize
8 if I've butchered your name, followed by Donald
9 Foster.

10 MS. GLOVER: Good afternoon. My name is
11 Adeyinka Glover and I'm an attorney at Leadership
12 Counsel for Justice and Accountability. We work
13 alongside disadvantaged communities in Kern
14 County, and we currently are reviewing the
15 environmental impact report and will submit
16 comments by January 16th. As we continue to
17 review the high-speed rail report, we have a few
18 areas of concern that we would like to raise
19 here, but we will also address in our written
20 comments.

21 High-speed rail is viewed as an
22 affordable housing solution for the state because
23 it will allow cost-burdened coastal residents the
24 ability to move inland. This will result in rate
25 increases and may potentially displace existing

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P011-1

P011-2

P011-3

P011-4

1 Kern County residents.

2 For the industrial businesses currently
3 in the path of the high-speed rail, we would like
4 to know where those businesses will potentially
5 be relocated. It wasn't something that we
6 immediately saw in the report.

7 The F Street Station, in particular, goes
8 through predominantly disadvantaged communities,
9 while the Truxtun Station travels through a
10 mixture of communities. The F Street Station
11 route fails -- in the report, it fails to
12 adequately address the impact on disadvantaged
13 communities and then mitigate those impacts.

14 I have not been able to locate sections
15 of the report that discuss the impacts of high-
16 speed rail on communities past either stop, so
17 whether it's the F Street or the Truxtun stop,
18 and through the remainder of Kern County. I've
19 noticed that there is a discussion of Mercado
20 Latino, but I don't see other major stops along
21 the way.

22 Where in the report is there a discussion
23 of such other Southeastern Kern County
24 communities, whether incorporated or
25 unincorporated? And will there be a discussion

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Submission P011 (Adeyinka Glover, Leadership Counsel for Justice and Accountability, December 19, 2017) - Continued

P011-4

1 of -- or will there be a discussion of those
2 sections in the Bakersfield to Southern
3 California sections of the report?

4 Thank you for hosting this public
5 hearing. And again, we will be submitting
6 written comments.

7 MS. MARTINEZ: Thank you very much.

8 Our next speaker is Donald Foster,
9 followed by -- well, Michael Kennedy, you're in
10 here a second time, from Bethel Christian School.
11 Is there a different Michael Kennedy? Okay.
12 Well, we'll see how that goes.

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17 Will Baptist Church, a Deacon, and also a Board
18 Member on our Bethel Christian School
19 Organization, that is negatively impacted by the
20 high-speed rail in this Fresno to Bakersfield
21 Project section.

22 Distinguished Members of this Board, as a
23 stakeholder in the church-school organization, I
24 have several concerns, one being that my wife has
25 been a teacher for the school for over 15 years.

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Response to Submission P011 (Adeyinka Glover, Leadership Counsel for Justice and Accountability, December 19, 2017)

P011-1

Consistent with the methodology used for the analysis of the Fresno to Bakersfield Section EIR/EIS, Section 3.12.4.2 (Impact SO #10) in the Draft Supplemental EIR/EIS estimates the number of business and employees that would be displaced by the F-B LGA and evaluates whether there are enough available properties for these businesses to relocate. The analysis does not, however, provide specific locations where the relocations would occur. Relocation locations would be based on decisions by individual businesses responding to the new conditions and anticipating their response would be speculative. Such speculation on potential future impacts is not required by CEQA or NEPA.

Note that the Authority, through its Relocation Assistance Program, provides the displaced entity Searching Expenses for Replacement Property, as described on page 7 of the Relocation Assistance Brochure provided in Technical Appendix 3.12-A of the Fresno to Bakersfield Final EIR/EIS.

P011-2

Chapter 5, "Environmental Justice" of the Draft Supplemental EIR/EIS evaluates the relevance of the significant adverse environmental impacts on minority and low income populations. The area around the F Street Station has limited residential uses with minority and low-income populations located primarily east/northeast of the Station site and south of State Route 204 as shown in Figure 5-3 (page 5-18 of the Draft Supplemental EIR/EIS). However, as shown in Figure 5-2 (page 5-12 of the Draft Supplemental EIR/EIS), the Truxtun Avenue station site is surrounded primarily by residential uses containing minority and low-income communities. Chapter 5 of the Draft Supplemental EIR/EIS evaluates the potential impacts to minority and low-income communities resulting from construction and operation of the F-B LGA, including the F Street Station, and provides measures to mitigate those impacts.

P011-3

The commenter expresses concern that there is not enough discussion of communities "past," or east of, the F Street Station (for the F-B LGA) or the Truxtun Avenue Station (for the May 2014 Project), in the Supplemental EIR/EIS. The commenter notes the discussion of Mercado Latino, but states that there was no other discussion of other

P011-3

"major stops" along the HSR.

The F-B LGA starts at Poplar Avenue north of the City of Shafter, moves through Shafter, unincorporated Kern County, Oildale and the City of Bakersfield, and continues east/southeast to Oswell Street in East Bakersfield, a community in unincorporated Kern County.

Refer to Section 3.12, Socioeconomics and Communities, of the Draft Supplemental EIR/EIS for analysis of potential impacts and benefits to communities east and southeast of the F Street Station in the City of Bakersfield and in East Bakersfield. Impacts to schools such as Bethel Christian School, community facilities such as the Bakersfield Homeless Center, Mercado Latino, Golden Empire Gleaners, and others, all located east and southeast of the Station, are considered. Additionally, discussions of populations in the City of Bakersfield and Kern County are inclusive of communities east and southeast of the F Street Station.

Refer to Section 3.15, Parks, Recreation, and Open Space of the Draft Supplemental EIR/EIS for a discussion of impacts to Weill Park, located east/southeast of the F Street Station.

Refer also to Section 3.16, Aesthetics and Visual Resources, of the Draft Supplemental EIR/EIS for a discussion of visual impacts to the Central Bakersfield Landscape Unit and the East Bakersfield Landscape Unit, both of which are east and southeast of the F Street Station.

Refer to Section 3.17, Cultural Resources, of the Draft Supplemental EIR/EIS for a discussion of impacts to potentially historic Built Environment Resources south and southeast of the F Street Station.

Refer to Chapter 8 and Appendix 8-A of the Draft Supplemental EIR/EIS for analysis of impacts from the May 2014 Project to communities and facilities east of the Truxtun Avenue Station. In particular, Tables 8-A-48, 8-A-52, 8-A-53, and 8-A-54 provide information about impacts from the May 2014 Project.

Response to Submission P011 (Adeyinka Glover, Leadership Counsel for Justice and Accountability, December 19, 2017) - Continued

P011-4

The commenter asks where in the Supplemental EIR/EIS communities in the southeastern portion of Kern County are discussed, and whether these communities will be discussed in environmental documents prepared for sections south of Bakersfield.

The F-B LGA starts at Poplar Avenue north of the City of Shafter, moves through Shafter, unincorporated Kern County, Oildale and the City of Bakersfield, and continues east/southeast to Oswell Street in East Bakersfield, a community in unincorporated Kern County. The Draft Supplemental EIR/EIS does not discuss impacts to any communities south or east of Oswell Street. The Project Section south of Bakersfield is the Bakersfield to Palmdale Section. The environmental document for that section is under preparation, and will provide analysis of impacts to communities in Kern County east and south of Oswell Street, the terminus of the F-B LGA.

Refer to Section 3.12, Socioeconomics and Communities, of the Draft Supplemental EIR/EIS for analysis of potential impacts and benefits to communities east and southeast of the F Street Station in the City of Bakersfield and in East Bakersfield. Impacts to schools such as Bethel Christian School, community facilities such as the Bakersfield Homeless Center, Mercado Latino, Golden Empire Gleaners, and others, all located east and southeast of the Station, are considered. Additionally, discussions of populations in the City of Bakersfield and Kern County are inclusive of communities east and southeast of the F Street Station.

Refer to Section 3.15, Parks, Recreation, and Open Space, of the Draft Supplemental EIR/EIS for a discussion of impacts to Weill Park, located east/southeast of the F Street Station.

Refer also to Section 3.16, Aesthetics and Visual Resources, of the Draft Supplemental EIR/EIS for a discussion of visual impacts to the Central Bakersfield Landscape Unit and the East Bakersfield Landscape Unit, both of which are east and southeast of the F Street Station.

Refer to Section 3.17, Cultural Resources, of the Draft Supplemental EIR/EIS for a discussion of impacts to potentially historic Built Environment Resources south and

P011-4

southeast of the F Street Station.

Submission P012 (Eriq Greenwood, December 19, 2017)

P012-1 | 1 five years, not in ten years but now, so that we
2 can get on with building our business and
3 providing the service that we've promised to our
4 public.

5 Thank you.

6 MS. MARTINEZ: Thank you, Ms. King.

7 Our next speaker is Eric Greenwood.

8 MR. GREENWOOD: Good afternoon. My name
9 is Eric Greenwood. I'm here representing the
10 hybrid location, which I think would be an
11 excellent location for small businesses and other
12 endeavors.

13 Now with that out of the way, I know
14 change is scary. Everybody is worried about
15 change, but change is also necessary. Maybe it's
16 time for Bakersfield to grow. With this high-
17 speed rail, there's going to be so much more that
18 will follow once this goes through. This is
19 something that we've longed for and it's what we
20 needed.

21 And if we stay in the same rut that we're
22 always in, then we'll be the same people.
23 Nothing changes. It is time for something like
24 this, the magnitude of this rail, to come through
25 here and change this city, change the city from

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P012-2 |

1 an oil town to a business town. That's something
2 that I would like to see, and my kids, and my
3 grandkids that follows me.

4 So I am definitely for this, and the
5 hybrid station. And I would really like to see
6 this happen. A lot of the small business owners
7 and newcomers, they get started and start their
8 business, this is something -- this is what we
9 need, we really do. And I really hope this goes
10 through for all of us, and all of our kids and
11 our kids after that.

12 Thank you.

13 MS. MARTINEZ: Thank you, Mr. Greenwood.

14 We have no other cards in our queue at
15 this point. We are here, available to the public
16 as people arrive, until eight o'clock, but for
17 now we do not have a card for any speakers. If,
18 in fact, you would like to speak, please fill out
19 a card, and that will provide you that
20 opportunity.

21 (Pause from 4:20 p.m. to 4:32 p.m.)

22 MS. MARTINEZ: Okay, we're going to pause
23 the hearing until five o'clock, since we do not
24 have -- currently have any speakers.

25 (Off the record at 4:32 p.m.)

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Response to Submission P012 (Eriq Greenwood, December 19, 2017)

P012-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

P012-2

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission P013 (Troy Hightower, December 19, 2017)

1 Welcome, Mr. Hightower.

2 MR. HIGHTOWER: Good evening. I
3 apologize for the delay. I knew that was going
4 to happen, as soon as I -- but I'd like to make a
5 few comments.

6 First of all, I'd like to commend the
7 Authority for coming to Bakersfield and taking
8 the opportunity to get input from the public. My
9 concerns I have are really with the process in
10 general that's been used with the LGA, and the
11 recently released draft environmental document.
12 So there's a few things that I have concerns with
13 in the document that I plan to comment on. And I
14 urge everyone to make comments on the document as
15 the comment period is open until next month. One
16 of the -- I'm in the process of still reviewing
17 the document.

P013-1 18 One of the things that's of concern is I
19 found one of the technical appendices, 8-A, that
20 really is the source of some of the numbers, like
21 how many residential units are impacted, and the
22 footprint of what the impact areas are, the
23 different alignments, but the source, they list
24 as Reference America.

25 And I Googled Reference America. I

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1 called them and I asked them, "How do I reference
2 the data?"

3 And they said, "You have to go to your
4 local library, use your library card and access
5 the data that way, if your library has access."

6 So I called Beale Library (phonetic). I
7 do have a library card there. They said they
8 don't have access. So that means for me and
9 others, it appears that the reference data is not
10 readily available to the public, so that's a
11 significant concern I have about the EIR.

P013-2

12 Another is it appears that there's
13 confusion about the decision-making process. And
14 my understanding, from what I've heard from the
15 Authority, has been once the environmental
16 process here is complete they will analyze that
17 and compare it with the environmental document
18 for the downtown station in the hybrid alignment
19 and at that time, they'll make a decision.
20 That's contrary to what I've been hearing locally
21 as the process.

22 So I don't know if the Authority is in a
23 position to make that clear as to what -- my
24 understanding, this is a state project, Authority
25 project, as well as with the FRA, the Federal

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Submission P013 (Troy Hightower, December 19, 2017) - Continued

P013-2

1 Rail Administration. So if they could make that
2 more clear, I think that would help.

3 And finally, I would like to commend a
4 lot of the staff here, both the city and others.
5 This is something that's come along that's huge
6 and a big challenge. And I can understand where
7 things are moving fast, but we really need to get
8 more information here locally out to the public
9 about the process.

10 Thank you.

11 MS. MARTINEZ: Thank you, Mr. Hightower.

12 Okay, we currently have no other cards.
13 Again, I invite anyone who is here who would like
14 to speak to please submit a speaker card, so that
15 you can participate in this oral process.

16 (Pause from 5:18 p.m. to 5:20 p.m.)

17 MS. MARTINEZ: Okay, we have another
18 speaker. Curran Hughes.

19 MR. HUGHES: Good evening. So in terms
20 of my commentary on this, I think the -- for me
21 the location is not the main issue. I think the
22 question I have for the High-Speed Rail Authority
23 is really about -- it's two things, one is being
24 able to actually build a high-speed rail. I know
25 this has been a project in the making for

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Response to Submission P013 (Troy Hightower, December 19, 2017)

P013-1

The commenter states that he is unable to access resources referenced in the Draft Supplemental EIR/EIS document. The ReferenceUSA 2015 citation noted by the commenter is a 144-page spreadsheet and is included as part of the Administrative Record for the Draft Supplemental EIR/EIS and is available from the Authority upon request.

All source documents used in the preparation of the Draft Supplemental EIR/EIS and Final Supplemental EIR are available by request, pursuant to the Public Records Act. Instructions and further information about Public Records Act requests can be found on the Authority's website.

The Authority encourages written requests submitted via email to records@hsr.ca.gov.

To send a written request via postal mail:

California High-Speed Rail Authority
Marie Hoffman/Public Records Officer
770 L Street, Suite 620 MS1
Sacramento, CA, 95814

Written requests should include details that will enable staff to identify and locate the requested records. The request should include a telephone number where the person making the request can be reached to discuss the request if the Authority needs additional information to locate records.

Within 10 days from the date the request is received, the Authority will make a determination on the request and will notify the requester of its decision. If the determination cannot be made within 10 days due to unusual circumstances as defined in Government Code section 6253.1, the Authority will notify the requesting person of the reasons for the delay and the date when the determination will be issued. No such notice shall specify a date that results in an extension of more than 14 days.

P013-2

The commenter requests more information about how the Supplemental EIR/EIS informs the decision-making process and about the decision-making process itself.

P013-2

Refer to the Preface of the Final Supplemental EIR for a discussion of the Supplemental EIR/EIS process.

Although the Authority Board certified the Fresno to Bakersfield Section Final EIR/EIS, which evaluated the alignment from the Fresno HSR Station to the Bakersfield Truxtun Avenue HSR Station, the Authority Board only approved the project from the Fresno HSR Station to 7th Standard Road (7th Standard Road is the northern city limit of the City of Bakersfield). In May 2016, the Authority Board determined that the F-B LGA is the Preferred Alternative between 7th Standard Road and Oswell Street. As part of the decision-making process, the Authority Board will determine if it will approve the F-B LGA, the comparable segment of the May 2014 Project, or no project at all based on the analysis in the Supplemental EIR/EIS, agency comments, public comments and testimony, and the Findings of Fact and Statement of Overriding Consideration.

The Authority is the State Lead Agency. The purpose of this Final Supplemental EIR is to inform the Authority's decision-making process.

The Draft Supplemental EIR/EIS was circulated for a 60-day public review period consistent with the requirements of CEQA and NEPA. The public and public agencies had the chance to provide comments on environmental issues and the project. At the close of the 60-day public review period, the Authority began preparing the Final Supplemental EIR. This document contains the information that was revised from the Draft Supplemental EIR/EIS following consideration of the comments received during the public review period (refer to Chapter 16). The Final Supplemental EIR also contains responses to the comments received during the public review period. The Final Supplemental EIR will be considered by the Authority during the approval process and prior to making a decision.

Submission P014 (Nick Hill III, Kern Minority Contractors Association/Kern County Black Chamber of Commerce, December 19, 2017)

1 comment box located next to the podium.

2 At this time, I'd like to give any
3 elected officials or city representatives the
4 opportunity to provide their comments first.

5 Seeing none, we do have two speaker cards
6 that we have received over the last 15 minutes.
7 First, Nick Hill.

8 MR. HILL: Good evening. My name is Nick
9 Hill. I represent Kern Minority Contractors
10 Association and the Kern County Black Chamber of
11 Commerce. As far as the right-of-way is
12 concerned, I'm pretty sure that's going to be
13 decided before all, everyone here that's
14 involved.

P014-1 | 15 But my main concern here tonight is
16 technical assistance for small businesses and
17 community outreach. And one of the problems
18 for -- as far as community outreach is concerned,
19 if I didn't see this on the news or if I didn't
20 get the email, you know, I wouldn't be here. But
21 as far as the masses, if you look in this room
22 and you look at all these empty seats here, you
23 know, we need to do a better job in outreach as
24 far as getting people here. Because there are a
25 lot of people here in Kern County that are not

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1 aware that this meeting is going on, you know?

2 And if you're looking for really public comments,
3 you know, you don't have everyone here that would
4 like to address these issues.

P014-2

5 But as far as technical assistance, as
6 far as bidder assistance, and I'm speaking from a
7 minority standpoint here, we don't have that
8 support here in Kern County. We have a master
9 list. I'm a small business. I'm a certified
10 small business. I'm not on the master list, you
11 know, that you have, so I have a concern with
12 that. And I have a concern with the African-
13 American representation as far as it being one-
14 half of one percent of being certified to do
15 business with the state, and even participate
16 with the California High-Speed Rail.

P014-3

17 You know, so with that being said, one of
18 my main concerns -- or the main concerns was --
19 is bidder assistance and just general education
20 as far as being a minority business looking for
21 those small set-aside businesses -- I mean set-
22 aside contracts that's on the website, but no one
23 can ever explain these to you when you ask
24 someone in the Authority about the set-asides
25 that you have. You know, it's always a question

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Submission P014 (Nick Hill III, Kern Minority Contractors Association/Kern County Black Chamber of Commerce, December 19, 2017) - Continued

P014-3 | 1 of we don't know what's going on. Well, you
2 know, these set-asides are on your web page, you
3 know, and things like that.
4 But as far as extending it out to small
5 businesses that don't have the ability to get
6 like a million dollar contract, a million dollar
7 bond and anything else like that, well, you know,
8 these things are nonexistent for us.
9 So these are things that we're looking
10 forward to try to solve to bring back to our
11 membership, so we can convey this information to
12 them. And if we don't have this information, we
13 cannot convey this information back to our
14 membership.
15 So I see I only have 23 seconds left.
16 So -- but if you could take note of this,
17 you know, as far as small businesses, minority
18 participation and things like that, we need to
19 increase that. We need to increase their level
20 of awareness and everything else in there for all
21 areas concerned.
22 And I'm out of time. Thank you.
23 MS. MARTINEZ: Thank you, Mr. Hill.
24 Jonathon Yates.
25 MR. YATES: Good evening. My name is

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Response to Submission P014 (Nick Hill III, Kern Minority Contractors Association/Kern County Black Chamber of Commerce, December 19, 2017)

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The commenter states that community outreach was not undertaken ahead of the Public Hearing. The Notice of Availability, which was distributed initially on November 9, 2017 and then, in corrected form on November 17, 2017, included notice of the Hearing and was mailed to schools, elected officials, stakeholders, agencies, and tribes. It was also mailed out to owners and residents within 300 feet of the May 2014 Project and F-B LGA project footprint and to anyone who had requested to be notified. Finally, the NOA was published in 10 newspapers with general circulation in the project area. The table below shows the names of publications and the dates the NOA was published.

Table 1. NOA Newspaper Publications	
Publication	
Initial Publication Date	
Second Publication Date	
1	
<i>Bakersfield Californian</i>	
11/9/2017	
11/17/2017	
2	
<i>Bakersfield.com</i>	
11/09/2017-11/15/2017	

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11/15/2017
3
<i>El Popular</i>
11/3/2007
11/17/2017
4
<i>Fresno Bee</i>
11/9/2017
11/17/2017
5
<i>Hanford Sentinel</i>
11/9/2017
11/17/2017
6

Response to Submission P014 (Nick Hill III, Kern Minority Contractors Association/Kern County Black Chamber of Commerce, December 19, 2017) - Continued

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<i>Vida en el Valle</i>
11/8/2017
11/22/2017
7
<i>Corcoran Journal</i>
11/9/2017
11/15/2017
8
<i>Delano Record</i>
11/9/2017
11/23/2017
9
<i>Wasco Tribune</i>
11/8/2017
11/22/2017

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10
<i>Shafter Press</i>
11/8/2017
11/22/2017

In addition to publishing the notice in local newspapers, the Authority posted the NOA on the project section page with a link from the Authority's homepage. The Authority also issued a press release on November 9, 2017 with the specific hearing information to media outlets in the Central Valley and an email list of 8,789 unique email addresses.

The Federal Railroad Administration (FRA) published a notice about the public hearing scheduled for December 19, 2017 in Bakersfield. The webpage was made available to the public on November 17, 2017. Here is a link: <https://www.fra.dot.gov/Page/P1072>. The U.S. Environmental Protection agency published a notice about the availability of the Fresno to Bakersfield Draft Supplemental EIR/EIS from the FRA also on November 17, 2017.

P014-2

The commenter expresses concern about the inclusion of minority business owners in the Authority's Small Business Program. According to the Authority's website, the California High-Speed Rail Authority is committed to small businesses playing a major role in building the statewide high-speed rail project. The Small Business Program has an aggressive 30 percent goal for small business participation including Disadvantaged Business Enterprises (DBE), Disabled Veteran Business Enterprises (DVBE) and Micro-Businesses (MB).

The commenter asserts that there is a "master list" of small businesses who work with

Response to Submission P014 (Nick Hill III, Kern Minority Contractors Association/Kern County Black Chamber of Commerce, December 19, 2017) - Continued

P014-2

HSR. ConnectHSR, the California High-Speed Rail Authority's Vendor Registry, is a free online vendor registry that can provide small businesses with a quick and easy way to get connected to high-speed rail business opportunities. Registered firms will be listed when current and prospective prime contractors search ConnectHSR for sub-contractors by trade, region, or certification type. Registration will also allow businesses to be notified of high-speed rail procurement opportunities and business-focused events such as Pre-Bids, Meet the Primes and Small Business Workshops, Trainings and more. http://www.hsr.ca.gov/Programs/Small_Business/vendor_registry.html

Finally, the commenter expresses concern about African American representation among the minority businesses hired by HSR. The Authority's Business Advisory Council is populated by business owners and advocates from across the state, including representatives from several minority groups that specifically (though not necessarily exclusively) address African American representation such the California Black Chamber of Commerce, the National Association for the Advancement of Colored People – Sacramento Branch, Kern Minority Contractors Association, and the National Association of Minority Contractors. The Council is representative of statewide construction and professional services business trade associations that serve as a forum to provide essential input and advisement to the Authority in implementing practices that effect and/or impact the small business community.

P014-3

The commenter requests information about "set-asides" for small businesses to work with HSR. ConnectHSR, the California High-Speed Rail Authority's Vendor Registry, is a free online vendor registry that can provide small businesses with a quick and easy way to get connected to HSR business opportunities. Registered firms will be listed when current and prospective prime contractors search ConnectHSR for sub-contractors by trade, region, or certification type. Registration will also allow businesses to be notified of HSR procurement opportunities and business-focused events such as Pre-Bids, Meet the Primes, and Small Business Workshops, Trainings and more. See the webpage: http://www.hsr.ca.gov/Programs/Small_Business/vendor_registry.html

Further, the Office of Contracts and Procurement (Contracts Office) provides purchasing

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authority for the California High-Speed Rail Authority. Responsibilities include preparing all bid documents and awarding contracts as well as assuring compliance with all legal requirements in the procurement process.

The Contracts Office is responsible for procurement and contracting of Non-Information Technology (Non-IT) and Information Technology (IT) goods and services including, but not limited to, developing purchase orders for goods and services, preparing service contracts, consultant service agreements, interagency agreement, public entity contracts, architectural and engineering contracts, and design-build construction contracts.

All solicitations and addenda documents issued by the Contracts Office are located at Cal eProcure. To learn more visit the California Department of General Services Cal eProcure. If you have questions or comments related to contracts or procurement, contact the Contracts Office at 916-324-1541.

As part of the Small Business Program, the Authority has committed to several plan components. These include prompt payment to contractors, supportive services and assistance to small businesses to ensure that the lines of communication stay open between the Authority and its partners. The Authority will also work to ensure that clear guidelines are provided for both parties and provide a forum to express ideas and concerns.

While the Authority is not a small business certifying agency, the Authority recognizes the SB certifications from the California Department of General Services, the California Unified Certification Program, and the U.S. Small Business Administration 8(a) Program.

Submission P015 (Curran Hughes, December 19, 2017)

1 Rail Administration. So if they could make that
2 more clear, I think that would help.
3 And finally, I would like to commend a
4 lot of the staff here, both the city and others.
5 This is something that's come along that's huge
6 and a big challenge. And I can understand where
7 things are moving fast, but we really need to get
8 more information here locally out to the public
9 about the process.

10 Thank you.

11 MS. MARTINEZ: Thank you, Mr. Hightower.

12 Okay, we currently have no other cards.
13 Again, I invite anyone who is here who would like
14 to speak to please submit a speaker card, so that
15 you can participate in this oral process.

16 (Pause from 5:18 p.m. to 5:20 p.m.)

17 MS. MARTINEZ: Okay, we have another
18 speaker. Curran Hughes.

19 MR. HUGHES: Good evening. So in terms
20 of my commentary on this, I think the -- for me
21 the location is not the main issue. I think the
22 question I have for the High-Speed Rail Authority
23 is really about -- it's two things, one is being
24 able to actually build a high-speed rail. I know
25 this has been a project in the making for

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1 decades. And I think the main concern I have
2 about the realignment is how many years, if not
3 potentially yet again decades, could realign --
4 you know, moving the station away from an already
5 approved location and how much that could hamper
6 the project as a whole in connecting San
7 Francisco with Los Angeles. And I think that's
8 my main concern about it.

P015-2

9 I think the other concern is about the
10 design of the F Street Station versus the Truxtun
11 Station, with the Truxtun Station already having
12 been designed and a more pedestrian-focused,
13 transit-oriented objective and a not-yet-decided
14 design for the F Street, however, positioning
15 along a highway corridor, which could shift the
16 focus away from a more urban redevelopment focus
17 to a drop-off, you know, hop and ride.

18 And I think the last thing is, so I'm
19 originally from Baltimore which has a myriad of
20 problems. But I think one of the main takeaways
21 from Baltimore -- and I studied urban planning in
22 undergraduate. And one of the main takeaways
23 from Baltimore City that I take with me here is
24 that every single transit hub in Baltimore is a
25 couple miles away from each other. So they have

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Submission P015 (Curran Hughes, December 19, 2017) - Continued

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1 a light rail, they have a metro, they have a bus
2 station, they have a train station; none of them
3 are connected. None of them interact with each
4 other. And so when you hop on a bus from New
5 York to Baltimore City and you need to get to
6 Johns Hopkins University, you have to take a taxi
7 for \$50.00.

8 And I think there's -- my only worry
9 about potentially moving the station up to F
10 Street would be that connectivity. And the last
11 time I spoke in this hall was during a convention
12 of 500 people who all traveled here from out of
13 state, and every single one of them had to fly
14 into LAX and our company had to charter buses to
15 get them up here because it was too complicated
16 otherwise.

17 And so I think thinking about that
18 connectivity is something to consider in making
19 that decision.

20 Thank you.

21 MS. MARTINEZ: Thank you very much.

22 So again, we will pause the hearing.

23 (Pause from 5:24 p.m. to 5:33 p.m.)

24 MS. MARTINEZ: Okay. We're going to
25 formally pause the hearing until six o'clock.

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Response to Submission P015 (Curran Hughes, December 19, 2017)

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The commenter expresses concern about the implications of moving the station location that was identified in the previous document. The commenter asks whether changing the station location in Bakersfield could negatively impact design and process for the whole HSR system. The Truxtun Avenue Station was never an approved station, as the commenter assumes, because although the Authority Board certified the Fresno to Bakersfield Section Final EIR/EIS, which evaluated the alignment from the Fresno HSR Station to the Bakersfield Truxtun Avenue HSR Station, the Authority Board only approved the project from the Fresno HSR Station to 7th Standard Road (7th Standard Road is the northern city limit of the City of Bakersfield).

The HSR system has been broken into sections for environmental analysis and engineering design. No section is final until approved by the Authority to move forward, and all sections are at different points in the process. Though delays in environmental documents could affect the build dates of the system as a whole, changes to the design within each section would not adversely affect the system or the viability of the system as a whole. Though the development of a locally generated alternative per the settlement agreement with the City of Bakersfield and other local agencies has created some delay in initially projected schedules, the actual change in station location would not impact analysis or construction timing in the Fresno to Bakersfield section nor system-wide.

P015-2

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

P015-3

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station.

Submission P016 (Michael Kennedy, Bethel Christian School, December 19, 2017)

1 speed rail project is already over budget.
2 MS. MARTINEZ: Thank you, Mr. Dejcary.
3 MR. DEJCARY: I've got one more sentence.
4 The Authority's focus is now on the
5 Fresno to San Jose section and electrifying
6 Caltrain in order to facilitate a route from San
7 Jose to San Francisco. Getting to Bakersfield is
8 not a priority.
9 MS. MARTINEZ: Thank you.
10 MR. DEJCARY: Thank you.
11 MS. MARTINEZ: Thank you, Mr. Dejcary.
12 Our next speaker will be Michael Kennedy,
13 followed by Frank Vazquez.
14 Just want to announce for a moment that
15 our representative from the FRA, Stephanie Perez,
16 is here. It's travel issues. Of course, this
17 time of year, these things happen, so we're
18 really excited that you were able to get here
19 when you did. Thank you.
20 All right, Mr. Kennedy?
21 MR. KENNEDY: Good afternoon. My name is
22 Michael Kennedy. I'm a member of the First Free
23 Will Baptist Church, also a stakeholder of Bethel
24 Christian School. I currently serve as Principal
25 of that organization, an organization that's

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1 negatively impacted by the high-speed rail in
2 this Fresno to Bakersfield Project section.
3 Distinguished Members of this Board, as a
4 stakeholder of the church and school
5 organization, I have concern. I have concern
6 because I'm worried about the health of my
7 students.
8 I have a letter here by Dr. Neil Mehta,
9 and I'm going to read a portion of his letter at
10 this time, and I will submit it at a later time.
11 "I have patients from Bethel Christian School
12 who are affected by valley fever and other
13 respiratory problems. With these individuals
14 in mind, the gravity of the potential health
15 impacts to the stakeholders of Bethel
16 Christian School requires a more thoroughbred
17 analysis than what has been preferred by the
18 Authority in the final EIR and the EIS. The
19 scant discussion of potential health impacts,
20 dismissive mitigation measures that have been
21 proposed are wholly inadequate. In addition,
22 the excavation and drilling associated with
23 the construction will also significantly
24 worsen the poor air quality near the school
25 location."

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Submission P016 (Michael Kennedy, Bethel Christian School, December 19, 2017) - Continued

P016-2

1
2 I should add a side note to his letter and
3 make mention of the fact that in the Supplemental
4 EIR, which has now been presented, while there is
5 a list of schools, in fact, a multitude of
6 schools along the rail alignment, even schools
7 that are at a distance of a half a mile away, our
8 school is not listed at all, even though we have
9 submitted comments for the last five years in
10 regards to the health of our students and the
11 close proximity that we have to the train. We're
12 less than 100 feet away from the center line
13 track.

P016-3

14 I would also like to speak to you today
15 about the decibel level, the noise pollution that
16 we're going to see near the school and the church
17 location.
18 The World Health Organization has
19 established standards for acceptable noise levels
20 and has stated that inside of a school the sound
21 level should be no more than 35 -decibels. The
22 HSRA estimates that the train will emit
23 approximately 98 to 100 decibels. That's equal
24 to a low-flying aircraft at the speed of 220
25 miles an hour.

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1 I should add a side note there, that it
2 will be roughly 220 miles an hour at our
3 location, as we are on the way out of town,
4 headed towards the Tehachapis.

5 Also a side note, that the calculated 100
6 decibels is from the 2005 FRA High-Speed Ground
7 Transportation Noise and Vibration Impact
8 Assessment.

9 In addition, the High-Speed Rail
10 Authority readings along the church-school
11 property line show a current decibel of
12 approximately 59. You can see page 112 of the
13 HSRA Noise and Vibration Technical Report. Also
14 listed there is the decibel for Steel Avenue and
15 Exchange Street. In addition, the baseline
16 decibel for the current route listed for Bethel
17 Christian School is 64 decibels. That's on page
18 206.

19 Thank you for your time. We request that
20 you take note of these concerns as there is legal
21 obligation. Our lawyers will continue to try and
22 work with your legal staff, and we hope that we
23 can find quick resolution.

24 MS. MARTINEZ: Thank you, Mr. Kennedy.

25 Up next, Frank Vasquez, followed by

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Response to Submission P016 (Michael Kennedy, Bethel Christian School, December 19, 2017)

P016-1

Refer to Standard Response FB-LGA-Response-S&S-01: Mitigating the Exposure to Valley Fever.

The commenter references a letter from Dr. Anil Mehta which discusses his patients from Bethel Christian School who are affected by Valley Fever and respiratory problems. The letter also indicates there was not enough discussion of potential health impacts in the Supplemental EIR/EIS, and that the mitigation measures provided therein are inadequate. The letter read by the commenter also states that the excavation and drilling associated with construction will significantly worsen the poor air quality near the school.

Section 3.11 of the Draft Supplemental EIR/EIS (page 3.11-18) discusses Valley Fever and provides construction-period mitigation measures to reduce potential impact from Valley Fever to those with direct exposure to disturbed soils: the construction workers developing the project. Measures implemented to reduce impacts to construction workers would extend to reduce impacts to the rest of the communities living and working in the vicinity of HSR construction corridors.

P016-2

The commenter indicates that the Supplemental EIR/EIS omitted Bethel Christian School from the list of impacted schools analyzed in the environmental document. A review of Appendix 3.12-C revealed that Bethel Christian School had inadvertently been omitted from Table 3.12-C-2, Schools in the Study Area for the F-B LGA. This mistake has been rectified and revisions to Appendix 3.12-C of the Final Supplemental EIR (refer to Chapter 16) have been made to include Bethel Christian School in Table 3.12-C-2. Refer to Chapter 16 of this Final Supplemental EIR.

It should be noted that throughout the Draft Supplemental EIR/EIS (Section 3.4, Noise and Vibration, Table 3.4-21; Section 3.10, Hazardous Materials and Wastes, Table 3.10-2; Section 3.11, Safety and Security, Table 3.11-3; Section 3.12, Socioeconomics and Communities, page 3.12-34; Section 3.16, Aesthetics and Visual Resources, page 3.16-82; and the Supplemental Community Impact Assessment Technical Report for the F-B LGA, Table B-56) Bethel Christian School is disclosed as being near the F-B LGA footprint and is included in the analysis of environmental impacts on schools.

P016-3

The noise analyses presented in the Fresno to Bakersfield Section Final EIR/EIS and the Draft Supplemental EIR/EIS utilize the Federal Transit Administration (FTA) guidelines and standards in the May 2006 Transit Noise and Vibration Impact Assessment Manual and the Federal Rail Administration (FRA) guidelines and standards in the September 2012 (and October 2005) High-Speed Ground Transportation Noise and Vibration Impact Assessment Manual. Although the World Health Organization has established standards for acceptable interior noise levels of 35 dBA Leq (6 hours) for schools, FRA's interior noise standard is 45 dBA Ldn. Although the HSR will generate noise, noise levels would be attenuated with distance, shielding factors, and noise abatement measures considered for the project. Noise abatement measures in the form of noise barriers along the HSR alignment were considered for this area (N&V-MM#3). The noise barrier was determined to be both feasible and reasonable in the Fresno to Bakersfield Section Final EIR/EIS, the Draft Supplemental EIR/EIS, and their respective Noise and Vibration Technical Reports. The implementation of noise barriers would reduce severe exterior noise impacts to no impacts at this church-school facility, as described in Section 3.4.4.2 under Impact N&V #3 and shown in Table 3.4-21 and Figure 3.4-5 of the Draft Supplemental EIR/EIS. Refer to N&V-MM#3 for a discussion of the performance standards that must be achieved to ensure interior noise levels do not exceed 45 dBA Ldn.

Submission P017 (Michael Kennedy, Bethel Christian School/First Free Will Baptist Church, December 19, 2017)

1 allowed us to undertake a planning study for the
2 future development of Downtown Bakersfield in
3 light of high-speed rail coming in. That process
4 has been interactive with our community for some
5 time, and we hope to bring it to conclusion at
6 roughly the same time frame as this process was
7 concluded.

8 So we thank the Authority for listening
9 to the City of Bakersfield and our elected
10 officials, and for modifying the plans to date.

11 We advocate that you go through and make a
12 permanent modification to the alignment.

13 Thank you.

14 MS. MARTINEZ: Thank you, Mr. Tandy.

15 Our next speaker will be Michael Kennedy
16 from Bethel Christian School, and followed by
17 Karen King.

18 MR. KENNEDY: Michael Kennedy, Bethel
19 Christian School. I am the Principal of Bethel
20 Christian School, also a stakeholder and member
21 of the First Free Will Baptist Church, an
22 organization that's negatively impacted by the
23 high-speed rail in this Fresno to Bakersfield
24 Project section.

25 Distinguished Members of this Board, as a

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1 stakeholder of the church-school organization, I
2 am concerned. Because as a fully accredited
3 school, located only a few feet from the rail
4 easement, Bethel Christian School should receive
5 the same consideration granted to other fully
6 accredited institutions of learning. I would
7 refer you to Title 5, Division 1, Chapter 13,
8 subchapter 1 of the California Code, which talks
9 about the impacts of a train on a school.

P017-2

10 I would also like to mention, as a
11 stakeholder of the church that is a Baptist
12 Church, the Religious Lands Use and
13 Institutionalized Persons Act, which is a United
14 States Federal Law, should also apply to our
15 facility and the building of a high-speed rail.
16 This law prohibits the imposition of such burdens
17 and gives churches and other religious
18 institutions a way to avoid burdensome
19 restrictions on their property and property use.
20 The law states clearly that,

21 "It is the responsibility of the government
22 agency to demonstrate that any imposition of
23 the burden on that person, assembly or
24 institution is in furtherance of compelling
25 government interest and that it's the least

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Submission P017 (Michael Kennedy, Bethel Christian School/First Free Will Baptist Church, December 19, 2017) - Continued

P017-2 | 1 restrictive means furthering that compelling
2 governmental interest.”

P017-3 | 3 Also I would mention today that due to
4 all of these aforementioned impacts, the High-
5 Speed Rail Authority should consult with the
6 First Free Will Baptist Church and Bethel
7 Christian School to identify a suitable
8 relocation alternative for both facilities to
9 minimize the impacts of the disruption. If this
10 quote sounds familiar, it actually came from a
11 promise that was in the south alternative that is
12 the revised DEIR, which was published in July of
13 2012.

14 “The Authority should also, as with the south
15 alignment, consult with the school and church
16 officials before land acquisition to find the
17 facilities necessary to replace displaced
18 classroom space in a manner that ensures
19 similar functionality and accessibility to
20 current levels.”

21 We request that you take note of these
22 concerns as there is legal obligation. We thank
23 you for your time. Our lawyers will continue to
24 try to work with you and your legal staff to find
25 a solution.

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1 Thank you so much.

2 MS. MARTINEZ: Thank you, Mr. Kennedy.

3 Our next speaker will be Karen King,
4 followed by Eric Greenwood.

5 MS. KING: Good afternoon. My name is
6 Karen King. I’m the CEO of Golden Empire Transit
7 District.

8 Prior to the development of the locally-
9 generated alternative, the GET Board had no
10 formal position on the high-speed rail project.
11 Our only concern was that when the station in
12 Bakersfield was developed, that it would
13 adequately have access and egress for transit
14 buses and staging areas in the design of the
15 facility to allow people an inner modal transfer
16 between the high-speed rail and the bus system in
17 Bakersfield.

18 We continue to have that concern. The
19 EIR does, in part, address that. And we will be
20 making formal written comments about the EIR, but
21 I wanted to come to day to let you know that our
22 primary concern is that with the locally-
23 generated alternative, the station location is
24 right smack dab in the middle of our existing
25 maintenance and administration facility.

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Response to Submission P017 (Michael Kennedy, Bethel Christian School/First Free Will Baptist Church, December 19, 2017)

P017-1

The commenter states that the Supplemental EIR/EIS should analyze impacts to Bethel Christian School, located at 2236 E California Ave in Bakersfield. Bethel Christian School is listed in Section 3.12.3.7 of the Draft Supplemental EIR/EIS among Bakersfield schools in the study area, and as such falls under the impact discussions in Section 3.12.4.2, particularly Impact SO #2 and Impact SO #8.

Though implementation of the F-B LGA would involve the construction of road overcrossings that could affect school bus transportation routes and the safety of children bicycling or walking to school, pedestrian crossings and bicycle access for school children would be maintained to ensure safe passage during construction (see Section 3.11, Safety and Security, of the Draft Supplemental EIR/EIS). Construction of the F-B LGA would involve transporting, using, and disposing of construction-related hazardous materials and wastes, which could result in accidental spills or releases of such materials in proximity to schools. (See Section 3.10, Hazardous Materials and Wastes, of the Draft Supplemental EIR/EIS for information on regulatory requirements and project mitigation measures that would reduce the potential for impacts from these materials.) The best management practices described in the mitigation measures identified in Section 3.10 of the Draft Supplemental EIR/EIS would be implemented to ensure that the use of hazardous substances or mixtures, in a quantity equal to or greater than the state threshold quantity, would not occur within 0.25 mile of a school.

The commenter also refers to Title 5, Division 1, Chapter 13, Subchapter 1: School Facilities Construction of the California Code of Regulations. This Subchapter regulates the planning of new school facilities, including § 14010(d) which discusses the proximity of proposed school sites to railroad track easements. This regulation is not relevant to an existing school structure, nor to the proposed site of railroad tracks in relation to existing school structures. There is a discussion of this regulation, however, in Section 3.12 of the Draft Supplemental EIR/EIS, pages 3.12-51 and 3.12-52.

P017-2

The commenter asks that the Religious Lands Use and Institutionalized Persons Act (RLUIPA), 42 U.S.C. §§ 2000cc, et seq, be applied to the Free Will Baptist Church and Bethel Christian School located at 2236 E California Ave in Bakersfield.

P017-2

According to the Department of Justice,

RLUIPA prohibits zoning and landmarking laws that substantially burden the religious exercise of churches or other religious assemblies or institutions absent the least restrictive means of furthering a compelling governmental interest. This prohibition applies in any situation where: (i) the state or local government entity imposing the substantial burden receives federal funding; (ii) the substantial burden affects, or removal of the substantial burden would affect, interstate commerce; or (iii) the substantial burden arises from the state or local government's formal or informal procedures for making individualized assessments of a property's uses. In addition, RLUIPA prohibits zoning and landmarking laws that:

1. treat churches or other religious assemblies or institutions on less than equal terms with nonreligious institutions;
2. discriminate against any assemblies or institutions on the basis of religion or religious denomination;
3. totally exclude religious assemblies from a jurisdiction; or
4. unreasonably limit religious assemblies, institutions, or structures within a jurisdiction.

The first three of these instances would not apply to the proposed HSR project. The commenter therefore implies that construction and/or operation could restrict the property and/or property use of the Free Will Baptist Church/Bethel Christian School facility. TRA-IAMM #1, #2, and #3 would ensure that parking, pedestrian crossings, and bicycle access would be maintained during the construction period. Furthermore, the facility also houses a school; access for school children would be maintained to ensure safe passage during construction (see Section 3.11, Safety and Security, of the Draft

Response to Submission P017 (Michael Kennedy, Bethel Christian School/First Free Will Baptist Church, December 19, 2017) - Continued

P017-2

Supplemental EIR/EIS). Pedestrian and bicycle access to the Free Will Baptist Church/Bethel Christian School facility would be maintained, and though detours may be in place during construction, the facility would have continued access throughout construction. Use of and access to the property and facility would not be impacted during project operation.

The Authority would acquire the land of property owners whose land is directly affected by the project in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. sec. 4601 et seq.) (Uniform Act). The Uniform Act establishes minimum standards for treatment and compensation of individuals whose real property is acquired for a federally funded project. For more information on the Uniform Act, see Appendix 3.12-A of the Fresno to Bakersfield Section Final EIR/EIS and FB-Response-SO-01 of the Fresno to Bakersfield Section Final EIR/EIS. Information about acquisition, compensation, and relocation assistance is also available on the Authority's website, please see, Your Property, Your High-Speed Rail Project (Authority 2013).

If the facility is acquired, coordination with the Free Will Baptist Church/Bethel Christian School will comply with SO-MM#3, found in Section 3.12.6.2 of the Draft Supplemental EIR/EIS. The Measure states:

The Authority will minimize impacts resulting from the disruption to key community facilities. [...] The Authority will consult with the appropriate respective parties before land acquisition to assess potential opportunities to reconfigure land use and buildings and/or relocate affected facilities, as necessary, to minimize the disruption of facility activities and services, and also to ensure relocation that allows the community currently served to continue to access these services. Because many of these community facilities are located in Hispanic communities, the Authority will continue to implement a comprehensive Spanish-language outreach program for these communities as land acquisition begins. This program will facilitate the identification of approaches that would maintain continuity of operation and allow space and access for the types of services currently provided and planned for these facilities. Also, to avoid disruption to these community amenities, the Authority will ensure that all reconfiguring of land uses or buildings, or relocating of community facilities is completed before the demolition of any

P017-2

existing structures.

Thus, impacts to the Free Will Baptist Church/Bethel Christian School would not violate the RLUIPA.

P017-3

The commenter generally references impacts on the First Free Will Baptist Church and Bethel Christian School and refers to the Bakersfield South Alternative and an associated obligation that the Authority would have to assist the church-school organization with the relocation of their facilities.

The Draft Supplemental EIR/EIS includes an analysis of impacts to community facilities, including schools and churches, generally, and to the First Free Will Baptist Church and Bethel Christian School, specifically. Refer to Section 3.2.4.3 for an analysis of transportation and safety impacts on schools; Section 3.3.5.1 for the air quality impacts on sensitive receptors, including schools; Section 3.4.4.2 for a discussion of impacts on noise-sensitive receivers, including schools; Section 3.5.4.2 for an analysis of electromagnetic fields and electromagnetic interference impacts on schools; Section 3.10.3.2 for the hazardous materials impacts on schools; Section 3.11.3.2 for an analysis of safety and security impacts associated with schools; Section 3.12.4.2 for a discussion of impacts to community facilities, including schools; and Section 3.16.3.2 for an analysis of visual quality effects to schools.

The Bakersfield South Alternative was evaluated in the Fresno to Bakersfield Section Final EIR/EIS and is not relevant to the Draft Supplemental EIR/EIS. Section 3.12 of the Fresno to Bakersfield Section Final EIR/EIS, Socioeconomics, Communities, and Environmental Justice, indicates that the Bakersfield South Alternative would relocate the Bethel Christian School. Specifically, page 3.12-140 of the Final EIR/EIS notes that "...if the Bakersfield South Alternative is selected through Bakersfield, the Authority will consult with First Free Will Baptist Church and Bethel Christian School to identify suitable relocation alternatives for both facilities to minimize the impacts of the disruption."

The Authority will acquire the land of property owners whose land is directly affected by

Response to Submission P017 (Michael Kennedy, Bethel Christian School/First Free Will Baptist Church, December 19, 2017) - Continued

P017-3

the project in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 U.S.C. sec. 4601 et seq.) (Uniform Act) and Implementing Regulations (49 C.F.R. Part 24). The Uniform Act establishes minimum standards for treatment and compensation of individuals whose real property is acquired for a federally funded project. The First Free Will Baptist Church and Bethel Christian School property boundary, as evaluated in the Supplemental EIR/EIS, is located approximately 0.05 mile southwest of the F-B LGA, and, as such, these facilities would not be physically displaced. Therefore, the church and school facilities would not be subject to relocation assistance. However, owners who believe they have suffered property damage or a loss of property value as a result of the project may file a claim with the State of California's Government Claims Board.

More information about the claims process may be obtained online at: <http://www.dgs.ca.gov/orim/Programs/GovernmentClaims.aspx>. In general, anyone who wishes to file a lawsuit against the State or its employees for damages must first pursue an administrative remedy through the Government Claims Program by filing a claim.

The Authority has worked closely with government agencies, businesses, and individuals to refine the design of alternatives to avoid or further minimize impacts, including property acquisitions, to the maximum extent possible in light of the performance criteria for the high-speed train. This refinement process will continue throughout final design for the selected alternative. As reflected in Mitigation Measure SO-MM#1 in the Draft Supplemental EIR/EIS (Section 3.12, Socioeconomics and Communities), the Authority will conduct community workshops to obtain input from those homeowners whose property would not be acquired, but whose community would be substantially altered by construction of HSR facilities, to identify measures that could be taken to mitigate impacts on those who remain (including placement of sound walls and landscaping, and potential uses for remnant parcels that could benefit the community in the long term). The Authority takes this comment into consideration and will continue to coordinate with private and public sectors, including the First Free Will Baptist Church and Bethel Christian School, throughout project development to address issues of concern.

Submission P018 (Daniel Kilgore, Bethel Christian School, December 19, 2017)

1 I'd like to submit that just sort of describes
2 this.
3 Thank you.
4 MS. MARTINEZ: Thank you, Mr. Starrh.
5 Okay, our next speaker is Daniel Kilgore,
6 followed by Louis Gill. Daniel Kilgore is
7 speaker number nine.
8 MR. KILGORE: Hi. Hi. I'm Daniel
9 Kilgore. I come on behalf of Bethel Christian
10 students.
11 I am a senior at Bethel Christian School
12 and I have a concern. I would like to present
13 this letter, after I'm done speaking, to you. It
14 is from our accreditation, Wasco (phonetic)
15 Visiting Committee members.
16 This letter states,
17 "Another potential impediment is the current
18 unresolved status with regard to the impact
19 of the school site of the California High-
20 Speed Rail Project. The sound pollution is
21 one of the impacts. The school decibel
22 levels were measured at 59.7 decibels at one
23 location, and 64 decibels at another location
24 on the school property. The County of Kern
25 has a decibel level limit of 65 decibels, but

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P018-1
1 the HSRA estimated that the train will emit
2 approximately 98 to 100 decibels at the speed
3 of 200 miles per hour. With our neighborhood
4 being only one decibel below the county
5 limit, this additional exposure will put us
6 above the limit."
7 I am worried that our accreditation will
8 be revoked because of this unresolved problem.
9 And I am worried that we are being overlooked.
10 And I am worried that our diplomas are at risk.
11 Thank you.
12 MS. MARTINEZ: Thank you, Mr. Kilgore.
13 Next, Louis Gill.
14 MR. GILL: Good afternoon. My name is
15 Louis Gill, and I'm with the Bakersfield Homeless
16 Center. We're at 1600 East Truxtun.
17 The hybrid alignment, locally-generated
18 alignment, I don't care, they both require a
19 complete capture of our property. That's
20 important because the first EIR gave clearance
21 for acquisition of our facility if high-speed
22 rail was so willing.
23 We're 174-bed family shelter. There's
24 nobody else in our portion of California to
25 provide those services. We're a special-use

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Response to Submission P018 (Daniel Kilgore, Bethel Christian School, December 19, 2017)

P018-1

The County of Kern's exterior noise standard is 65 dBA Ldn, and the interior noise standard is 45 dBA Ldn. The exterior noise standard applies to outdoor activity areas associated with residential or other noise sensitive land uses. The interior noise standard applies to interior living spaces. The County's noise standards are applicable to projects that are in the County's jurisdiction that requires County review and approval. For example, local roadway projects with only local funding and land development projects within the County are subject to the County's noise standards. Exterior and interior noise standards from the FTA/FRA criteria/guidelines are used in the HSR noise analysis because the FRA and Authority are the lead agencies for the F-B LGA project.

Although the HSR will generate noise, noise levels would be attenuated with distance, shielding factors, and noise abatement measures considered for the project. Noise abatement measures in the form of noise barriers along the HSR alignment were considered for this area (N&V-MM#3). The noise barrier was determined to be both feasible and reasonable in the Fresno to Bakersfield Section Final EIR/EIS, the Draft Supplemental EIR/EIS, and their respective Noise and Vibration Technical Reports. The implementation of noise barriers would reduce severe exterior noise impacts to no impacts at this church-school facility, as described in Section 3.4.4.2 under Impact N&V #3 and shown in Table 3.4-21 and Figure 3.4-5 of the Draft Supplemental EIR/EIS. Refer to N&V-MM#3 for a discussion of the performance standards that must be achieved to ensure interior noise levels do not exceed 45 dBA Ldn.

The commenter expressed concern about the accreditation of the school once the HSR is operational. According to the Accrediting Commission for Schools, Western Association of Schools and Colleges, if it is determined either in the course of a routine review (usually held every six years) or in response to a complaint or reported issue, that there is an elevated health or safety risk, the Accrediting Commission for Schools could temporarily deny or hold accreditation until the issue was resolved. The Commission would not shut the school down, but it is possible that accreditation would be withheld while the local jurisdiction and/or school administration resolved the issue (F. Rivette, personal communication, February 28, 2018).

Submission P019 (Karen King, Golden Empire Transit District, December 19, 2017)

1 Thank you so much.

2 MS. MARTINEZ: Thank you, Mr. Kennedy.

3 Our next speaker will be Karen King,

4 followed by Eric Greenwood.

5 MS. KING: Good afternoon. My name is

6 Karen King. I'm the CEO of Golden Empire Transit

7 District.

8 Prior to the development of the locally-

9 generated alternative, the GET Board had no

10 formal position on the high-speed rail project.

11 Our only concern was that when the station in

12 Bakersfield was developed, that it would

13 adequately have access and egress for transit

14 buses and staging areas in the design of the

15 facility to allow people an inner modal transfer

16 between the high-speed rail and the bus system in

17 Bakersfield.

18 We continue to have that concern. The

19 EIR does, in part, address that. And we will be

20 making formal written comments about the EIR, but

21 I wanted to come to day to let you know that our

22 primary concern is that with the locally-

23 generated alternative, the station location is

24 right smack dab in the middle of our existing

25 maintenance and administration facility.

P019-1

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1 We, in 2013, spent \$2 million designing a

2 new facility to be built on property adjacent to

3 our existing facility. And in 2014, we're ready

4 to go out to bid to build that facility when we

5 were forced to put our project on hold by this

6 idea of the locally-generated alternative, which

7 would build the station on our property.

8 We have waited for three years to get to

9 this point. Our Board was led to believe, in the

10 beginning, that it would be an eight-month

11 process, not that all of us believed that. We

12 know these things take time. But we are now

13 having to invest substantial funds into our

14 existing facility to make it useable as it stands

15 today. We're having to re-roof buildings. We're

16 having to add on maintenance space. We currently

17 maintain buses outdoors because they don't fit in

18 the existing maintenance space. We're, as we're

19 speaking, bringing in modular buildings for

20 office space because we don't have room to add

21 essential staff that's needed.

22 We're interested in early acquisition of

23 our property, as had been promised to us, we

24 believe, by the High-Speed Rail Authority. And

25 we're interested in action on that now, not in

P019-2

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Submission P019 (Karen King, Golden Empire Transit District, December 19, 2017) - Continued

P019-2

1 five years, not in ten years but now, so that we
2 can get on with building our business and
3 providing the service that we've promised to our
4 public.

5 Thank you.

6 MS. MARTINEZ: Thank you, Ms. King.

7 Our next speaker is Eric Greenwood.

8 MR. GREENWOOD: Good afternoon. My name
9 is Eric Greenwood. I'm here representing the
10 hybrid location, which I think would be an
11 excellent location for small businesses and other
12 endeavors.

13 Now with that out of the way, I know
14 change is scary. Everybody is worried about
15 change, but change is also necessary. Maybe it's
16 time for Bakersfield to grow. With this high-
17 speed rail, there's going to be so much more that
18 will follow once this goes through. This is
19 something that we've longed for and it's what we
20 needed.

21 And if we stay in the same rut that we're
22 always in, then we'll be the same people.
23 Nothing changes. It is time for something like
24 this, the magnitude of this rail, to come through
25 here and change this city, change the city from

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Response to Submission P019 (Karen King, Golden Empire Transit District, December 19, 2017)

P019-1

The commenter expresses concern that the F Street Station location overlaps the existing Golden Empire Transit (GET) maintenance and administration facility. Refer to Section 3.12, Socioeconomics and Communities, of the Draft Supplemental EIR/EIS, which provides analysis of impacts to the facility in question. Under Impact SO #12, the GET District Facility, located at 1830 Golden State Avenue, is identified as a community facility that would be displaced due to implementation of the F-B LGA and development of the F Street Station. Mitigation Measure SO-MM #3 (page 3.12-64 of the Draft Supplemental EIR/EIS) would be implemented to reduce impacts to this facility. The Measure states that

[t]he Authority will consult with the appropriate respective parties before land acquisition to assess potential opportunities to reconfigure land use and buildings and/or relocate affected facilities, as necessary, to minimize the disruption of facility activities and services, and also to ensure relocation that allows the community currently served to continue to access these services.... This program will facilitate the identification of approaches that would maintain continuity of operation and allow space and access for the types of services currently provided and planned for these facilities. Also, to avoid disruption to these community amenities, the Authority will ensure that all reconfiguring of land uses or buildings, or relocating of community facilities is completed before the demolition of any existing structures.

It is expected that impacts to GET would be less than significant under CEQA once coordination and adequate compensation for disruption of their facility due to implementation of the F-B LGA and F Street Station is undertaken.

P019-2

The Authority acknowledges GET's planning and funding challenges resulting from the consideration of the F-B LGA. Consistent with the requirements of the Uniform Relocation Act, if the F-B LGA is approved, the Authority is committed to continuing to work closely and proactively with GET to facilitate GET's ability to plan ahead and address issues of concern related to right-of-way acquisition.

Right-of-way acquisition is scheduled to begin in late 2018. The Authority will continue to make every effort to coordinate with GET to minimize the disruption of GET facility

P019-2

activities and services. The Authority's relocation assistance documents in Appendix 3.12-A of the Fresno to Bakersfield Section Final EIR/EIS, available on the Authority's website, outline compensation and acquisition procedures in detail.

Submission P020 (Michael Ladd, December 19, 2017)

CALIFORNIA High-Speed Rail Authority		Fresno to Bakersfield Section Community Town Hall - December 2017 Comment Card	
NAME: MICHAEL LADD		DATE: 12/19/17	
MEETING LOCATION: Bakersfield		AFFILIATION: Resident	
ADDRESS: 2430 18th St		CITY: Bakersfield	STATE: CA ZIP: 93301
EMAIL: Ladd3@bak.sr.com		PHONE: 661-324-3885	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <small>*NOTE: This does not substitute for formal request to receive legal notices.</small>		<input type="radio"/> STATEWIDE <input checked="" type="radio"/> FRESNO TO BAKERSFIELD PROJECT SECTION	
PLEASE SPECIFY WHICH COMMUNITY YOUR COMMENT COVERS* (Check all that apply)		<input type="radio"/> SHAFTER <input checked="" type="radio"/> BAKERSFIELD <input type="radio"/> KERN COUNTY <input type="radio"/> OILDALE <input type="radio"/> OTHER	
P020-1	COMMENTS: My understanding is that the hybrid Truxton route has been ready to build but was stopped by the Bakersfield city council. The Bak. city council does not speak for its constituents in this case. This is apparently a case of politics (local) and money.		
P020-2	To anyone looking with open eyes the Truxton location is centrally located, close to all amenities, is the least destructive to existing commercial and residential properties and according to the HSR commission, is the best and preferred route. What else do you need?		
P020-3	F1 St. is 2 miles from downtown, destroys more property, is less convenient for travelers and will create massive unintended consequences in traffic flow and congestion, loss of existing businesses and parking along with creating neglected areas where the tracks passing over Summer Summer St. will drive businesses away and create darkened areas of abandoned buildings.		
P020-4	This is a case where the HSR commission needs to stand for its findings and put a stop to this case of local politics and greed. Put the station on the Truxton route.		
<small>PLEASE SUBMIT THIS COMMENT CARD IN THE COMMENT BOX AT THE REGISTRATION TABLE. YOU MAY ALSO MAIL YOUR COMMENTS TO: CALIFORNIA HIGH-SPEED RAIL AUTHORITY ATTN: FRESNO TO BAKERSFIELD PROJECT SECTION, 770 L STREET, SUITE 620 MS-1, SACRAMENTO, CA 95814 OR SUBMIT YOUR COMMENTS AT WWW.HSR.CA.GOV OR VIA EMAIL TO FRESNO_BAKERSFIELD@HSR.CA.GOV</small>			

Response to Submission P020 (Michael Ladd, December 19, 2017)

P020-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

The commenter suggests that the Hybrid Alternative (evaluated in the Fresno to Bakersfield Final EIR/EIS) was ready to build but had been stopped by the Bakersfield City Council. In May 2014, the Authority's Board of Directors certified the Fresno to Bakersfield Section Final EIR/EIS; however, the Authority only approved an alignment for a portion of the project, extending from Fresno to 7th Standard Road, the northern limits of the City of Bakersfield. No approvals have been made with regard to an alignment and station through Bakersfield.

P020-2

Refer to Section 3.10, Socioeconomics and Communities and Chapter 8, Comparison of Alternatives and Identification of the Preferred Alternative.

The analysis in the Draft Supplemental EIR/EIS considers the impact footprint as a whole, meaning that the impact numbers reported collectively consider the alignment impacts, station impacts, roadway impacts, ancillary facility impacts, etc., from Poplar Avenue just north of the city of Shafter to Oswell Street in the city of Bakersfield. When considering impacts associated with the entire F-B LGA, the alternative would result in impacts to 377 commercial facilities and 86 residential properties. In comparison, the entire May 2014 Project would impact 392 commercial facilities and 384 residential properties.

P020-3

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives, FB-LGA-Response-SO-02: Business Impacts – Construction/Operation Would Create Too Many Impacts on Businesses.

P020-4

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion

P020-4

Only.

Submission P021 (Terry Maxwell, December 19, 2017)

1 MS. MARTINEZ: Thank you.
2 MR. COHEN: Thank you.
3 MS. MARTINEZ: Terry Maxwell.
4 MR. MAXWELL: Good evening. My name is
5 Terry Maxwell. I am a former City Council
6 Member. I was a City Council Member between the
7 years 2012 and 2016, so I was part of the group
8 that sued you for you to consider this new
9 locally-generated alternative. We were upset
10 because the original alignment, the hybrid, was
11 going to take out a lot of homes. It was going
12 to cause a lot of destruction to our community.
13 And so we looked at the possibility of putting it
14 over on F and Golden State.
15 I was supportive of that, not realizing
16 what kind of an economic impact the high-speed
17 rail station was going to have on Downtown
18 Bakersfield. I was naive. I was part of the
19 group that, as I say, sued and pushed and pushed,
20 but I always viewed it as I really didn't want
21 the high-speed rail in Bakersfield in the first
22 place. I've thought it should have been on the
23 west side of town, well outside of the downtown
24 area.
25 But as I have looked at this, I have

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1 studied it, I have come to the conclusion that
2 the only place to put this high-speed rail
3 station is on Truxtun Avenue. I think that the
4 city manager and his staff did everything they
5 could to push us in that direction. We weren't
6 given fair balance on some of the things that we
7 were giving up by going down to F Street and
8 Golden State. I think that Mr. Cohen just point
9 out some of those things that we just didn't look
10 at.
11 Had we known the details of what it was
12 going to take to put it where it is on Golden
13 State and F, I think that we all would have said,
14 no, let's leave it on Truxtun.
15 Now recently, last week as a matter of
16 fact, the City Council held a meeting at 3:30 in
17 the afternoon when absolutely no one could
18 attend. I did attend, and they did a workshop on
19 this high-speed rail station. And the
20 information is the exact same information, which
21 they got us to vote on in the first place, to
22 support this idea that Golden State and F Street
23 was what they wanted.
24 I did tell them that I live in
25 Westchester, and I own a business in Downtown

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Submission P021 (Terry Maxwell, December 19, 2017) - Continued

1 Bakersfield. And having reviewed everything, I
2 am sorry I ever gave anybody the impression that
3 I was supportive of the Golden State and F
4 Street. I am 100 percent in support of Truxtun
5 Avenue. And I just don't think that you should
6 be looking at the vote that the City Council took
7 last week and give it any more credence that it's
8 the fact that seven people voted and want to
9 influence you to put it at F Street and Golden
10 State. They do not -- this City Council does not
11 represent the general public of Bakersfield. The
12 general public of Bakersfield, I think, is
13 against this idea of putting it at F and Golden
14 State, especially once they know the details.

P021-1

15 I didn't know the details, I was for it.
16 Now I know the details, I'm not. I'm not at all.
17 It's got to go at Truxtun. That's the only thing
18 that makes sense for the revitalization of the
19 downtown and the health of the businesses, and
20 what the people of Westchester want.

21 Thank you.

22 (Applause)

23 MS. MARTINEZ: Thank you.

24 That -- we have exhausted the cards that
25 we have currently in my hands. If you would like

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Response to Submission P021 (Terry Maxwell, December 19, 2017)

P021-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission P022 (Renee Nelson, December 19, 2017)

CALIFORNIA High-Speed Rail Authority		COMMENT CARD PLEASE PRINT LEGIBLY	
NAME: RENEE NELSON		DATE: 12/19/17	
MEETING LOCATION: BFD		AFFILIATION: CLEAN WATER & AIR MATTER	
ADDRESS: 12430 BACK DR. CT.		EMAIL: Idolafellow99@gmail.com	PHONE: _____
CITY: BFD	STATE: CA	ZIP: 93306	
*WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input type="radio"/> STATEWIDE <input type="radio"/> FRESNO TO BAKERSFIELD			
**WOULD YOU LIKE THE AUTHORITY TO CONTACT YOU? <input type="radio"/> YES <input checked="" type="radio"/> NO Thank you			
P022-1	COMMENTS: Please incorporate LEED design, as much solar as possible, SHAFER for maintenance station regardless of the alignment, increase retail, office & hotel in general vicinity of the station. Bays for local, state, & regional buses! Charging stations for cars!		
P022-2	Any information you provide is voluntary. This form, including all the information you may provide, may be posted on the Authority's website and/or may be subject to disclosure pursuant to the California Public Records Act. *Please complete the email section if you want to be placed on the Authority's email list. **Please complete the contact information if you want someone from the Authority to contact you. Please only provide your preferred method of contact. I prefer F St. Station!		
Please excuse my messy writing.			

Response to Submission P022 (Renee Nelson, December 19, 2017)

P022-1

Future development would be subject to discretionary review and the California Environmental Quality Act. Energy efficient design may be incorporated in final design of future projects, but is not evaluated in this analysis. As documented in the Authority's December 2017 Sustainability Report, the Authority is committed to net-zero energy and LEED Platinum facilities (Authority 2017).[1]


Mitigation Measure T-1.3 of the City of Bakersfield Making Downtown Bakersfield Project Draft Environmental Impact Report (page 259) identifies bus bays and electric vehicle charging stations as specific station area improvements to be incorporated into a future Transportation Demand Management Plan.

[1] California High-Speed Rail Authority. 2017. California High-Speed Rail Sustainability Report. December 2017. Accessed: January 2, 2018.
http://hsr.ca.gov/docs/programs/green_practices/sustainability/Sustainability_Report_2017.pdf

P022-2

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission P023 (Annmarie Nolan, December 19, 2017)

 CALIFORNIA High-Speed Rail Authority		Fresno to Bakersfield Section Community Town Hall - December 2017 Comment Card	
NAME: Annmarie Nolan		DATE: 12-19-17	
MEETING LOCATION:		AFFILIATION: Bakersfield downtown resident	
ADDRESS: 1701 Pine St		CITY: Bakersfield	STATE: CA ZIP: 93301
EMAIL: annmariecnolan@gmail.com		PHONE: 440-506-8110	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <small>*NOTE: This does not substitute for formal request to receive legal notices.</small>		<input type="radio"/> STATEWIDE <input checked="" type="radio"/> FRESNO TO BAKERSFIELD PROJECT SECTION	
PLEASE SPECIFY WHICH COMMUNITY YOUR COMMENT COVERS* (Check all that apply)		<input type="radio"/> SHAFTER <input type="radio"/> OILDALE <input checked="" type="radio"/> BAKERSFIELD <input type="radio"/> OTHER <input type="radio"/> KERN COUNTY	
COMMENTS: <p style="text-align: center;">See Attached. Thank you for taking our comments. Thank you your efforts to move this project forward.</p>			
<small>PLEASE SUBMIT THIS COMMENT CARD IN THE COMMENT BOX AT THE REGISTRATION TABLE. YOU MAY ALSO MAIL YOUR COMMENTS TO: CALIFORNIA HIGH-SPEED RAIL AUTHORITY ATTN: FRESNO TO BAKERSFIELD PROJECT SECTION, 770 L STREET, SUITE 620 MS-1, SACRAMENTO, CA 95814 OR SUBMIT YOUR COMMENTS AT WWW.HSR.CA.GOV OR VIA EMAIL TO FRESNO_BAKERSFIELD@HSR.CA.GOV</small>			

I am a resident and home owner in downtown Bakersfield. Up until May of this year, I rented a home on the north end of downtown directly next to the proposed F Street station site.

P023-1

I am writing in support of the Amtrak conjunction platform option 2 high speed rail platform. As evidenced by city after city, when fractured public transportation is implemented, where one transport means fails to meet up with an alternative route or means (ex. Public bus fails to go near the greyhound station, or train stations are isolated from other public transportation), they fail to meet the public's need.

Issues of the F Street location:

P023-2


P023-3

P023-4

P023-5

P023-6

- (1) People who rely on public transportation face hardships to accessing the high speed rail
- (2) Future coordination of public transport becomes more complicated
- (3) Priority is being given to people accessing the high speed rail by vehicle; however, the Bakersfield Amtrak conjunction platform is not far from highways and is assess by major roads
- (4) Other public infrastructure has already been built in anticipation of the Amtrak conjunction platform site
- (5) Increased property values will be felt throughout downtown, and should not be used as an argument for moving the platform to the F Street location


12-19-17

Response to Submission P023 (Annmarie Nolan, December 19, 2017)

P023-1

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

P023-2

The commenter expresses concerns about HSR accessibility for people who rely on public transportation.

The City of Bakersfield prepared a Vision Plan for the HSR Station Area in coordination with the Authority. The May 2018 Making Bakersfield Station Area Vision Plan includes an urban design strategy for downtown Bakersfield that promotes economic development and sustainability, encourages the physical development of the station area, and enhances the community's sustainability by encouraging infill development and multimodal connectivity, in particular transit-, pedestrian-, and bicycle-oriented connectivity.

The Vision Plan includes phased development priorities (see Chapter 4 of the Vision Plan), a regional transit center located at the F Street Station, and a potential shuttle or other transport options between the F Street Station/Transit Center and the Downtown Bakersfield Amtrak Station. Pedestrian and bicycle connections with local trails (Kern River Parkway and Mill Creek Linear Park) and streets are also included in the Station Plans (see in particular sections 3.3 and 3.4 of the Vision Plan). The Vision Plan will build on existing planning efforts to create a vision for the development and revitalization of Downtown Bakersfield in conjunction with the HSR.

P023-3

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station.

P023-4

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station.

P023-5

The commenter states that other public infrastructure has already been built in anticipation of the Amtrak conjunction platform site. The commenter does not specify the infrastructure to which the comment refers. The City of Bakersfield has worked closely with the Authority to develop the new F-B LGA alignment and station, and have adopted their Making Downtown Bakersfield Station Area Vision Plan (May 2018), which sets out the development goals for the F Street Station. No decision has been made regarding the Bakersfield area station. Any infrastructure developed ahead of a decision about the station location would have been relying on speculation.

P023-6

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission P024 (Jeff Payne, December 19, 2017)

1 to provide your comment orally here at this
2 public hearing, I ask that you please fill out a
3 speaker card in the lobby, and it will be
4 provided to us and you will have your three
5 minutes.

6 So for now, we will pause for a moment,
7 until we get more speaker cards.

8 (Pause from 6:20 p.m. to 6:22 p.m.)

9 MS. MARTINEZ: Okay, we have another
10 speaker cards. I invite Jeff Payne to please
11 join us.

12 Please provide your first and last name,
13 as well as whatever organization you may
14 represent.

15 MR. PAYNE: Jeff Payne. I'm just
16 representing myself today. I'd like to
17 acknowledge the High-Speed Rail on the -- and
18 commend them on their job that they've embarked
19 as this project is -- this program is the first
20 of the nation, and it's very exciting, as I've
21 been involved with various phases of the project.
22 But today, I guess, I just wanted to talk about
23 the locally-generated alternative.

24 Being a resident of Bakersfield for the
25 past 12 years, I can see the development in the

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P024-1

1 multimodal transportation that has grown in
2 Bakersfield. And I'm in support of the LGA that
3 has been presented here today.

P024-2

4 And one of the things, I guess, I would
5 like the Authority to look at because I think
6 there's been some positive comments about having
7 walkability between the current Amtrak Station
8 and where the proposed F Street Station is
9 located. I believe the alignment of the LGA
10 makes sense, but just having it closer to make
11 that connectivity easier for the ridership that
12 will be using the high-speed train.

13 And the other thing, I guess, I'd just
14 like to say, that it makes sense to have the
15 station in this particular phase of the project
16 included in the business plan that the Authority
17 is, you know, presenting, as it makes sense to
18 get the ridership of the current contracts that
19 are currently underway.

20 And that's all I really had to say.

21 MS. MARTINEZ: Great. Thank you so much.

22 MR. PAYNE: Thank you.

23 MS. MARTINEZ: Okay. Earlier we had a
24 speaker who spoke twice because he was
25 representing two organizations, so Mr. Cohen also

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Response to Submission P024 (Jeff Payne, December 19, 2017)

P024-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

P024-2

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station.

Submission P025 (Albert Prince, December 19, 2017)

CALIFORNIA High-Speed Rail Authority		COMMENT CARD PLEASE PRINT LEGIBLY	
NAME: Albert Prince		DATE: 12-19-2017	
MEETING LOCATION: Main St Bakers Field		AFFILIATION: VSBOR	
ADDRESS: 5824 Greenham Mt. Ct		EMAIL: Albert@VSBOR.com	PHONE: 661-332-3216
CITY: Bakersfield	STATE: CA	ZIP: 93313	
*WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)		<input checked="" type="checkbox"/> STATEWIDE <input type="checkbox"/> FRESNO TO BAKERSFIELD	
**WOULD YOU LIKE THE AUTHORITY TO CONTACT YOU?		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
COMMENTS: Bakersfield Hybrid station will be convenient for the city Downtown will bring economic progress people traveling and staying in our city. Great benefit to our commuters and businesses			
<small>Any information you provide is voluntary. This form, including all the information you may provide, may be posted on the Authority's website and/or may be subject to disclosure pursuant to the California Public Records Act. *Please complete the email section if you want to be placed on the Authority's email list. **Please complete the contact information if you want someone from the Authority to contact you. Please only provide your preferred method of contact.</small>			

P025-1

Response to Submission P025 (Albert Prince, December 19, 2017)

P025-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission P026 (Rebecca Sampson, First Free Will Baptist Church, December 19, 2017)

1 you present them to the panel and leave it in the
2 comment box located next to the podium.

3 At this time, I'd like to give any
4 elected officials or city representatives the
5 opportunity to provide their comments first. Are
6 there any elected officials?

7 Seeing none, we do have two comment
8 cards. We will start with speaker 22, Rebecca
9 Sampson.

10 MS. R. SAMPSON: My name is Rebecca
11 Sampson and I speak on behalf of the First Free
12 Will Baptist Church. My name is Rebecca Sampson
13 and I'm a member of a the First Free Will Baptist
14 Church, and also a stakeholder of Bethel
15 Christian School, an organization that is
16 negatively impacted by the high-speed rail in
17 this Fresno to Bakersfield Project section.

18 Distinguished Members of this Board, as a
19 stakeholder of the church-school organization, I
20 have concern because on page 279, section 732,
21 the HSAA states,
22 "Reasonableness implies that good judgment
23 and common sense have been applied during the
24 decision-making process. Reasonableness is
25 determined on the basis of several factors

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P026-1

1 regarding the individual circumstances and
2 specific needs of the affected receivers."

3 Yet no consideration was given to
4 mitigate on the church-school campus in the FEIR,
5 despite a considerable amount of community from
6 the church-school stakeholders to the HSRA.
7 We request that you take note of this concern as
8 there is a legal obligation.

9 Thank you for your time. Our lawyers
10 will continue to try to work with your legal
11 staff to find a solution.

12 MS. MARTINEZ: Thank you so much.

13 Our next speaker is Elisabeth Sampson.

14 MS. E. SAMPSON: My name is Elisabeth
15 Sampson. I am also a member of the First Free
16 Will Baptist Church and a stakeholder of Bethel
17 Christian School, an organization that is
18 negatively impacted by the high-speed rail in
19 Fresno to the Bakersfield Project section.

20 So Distinguished Members of this Board,
21 as, myself, a stakeholder of the church-school
22 organization, I have concern because high-speed
23 rail noise impacts vary depending on the
24 alignment that it has been established that noise
25 would be greater with the hybrid aerial option.

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Response to Submission P026 (Rebecca Sampson, First Free Will Baptist Church, December 19, 2017)

P026-1

The reasonableness criteria is based on Federal Transit Administration (FTA) guidelines and standards in the May 2006 Transit Noise and Vibration Impact Assessment Manual and the Federal Rail Administration (FRA) guidelines, which considers several factors that include meeting the minimum number of severely impacted receptors with a noise barrier length of 800 feet, feasibility (noise level reduction of at least 5 dBA), the cost per benefited residence limit of \$55,000, a maximum height of 14 feet, and community approval of the noise barrier aesthetics. Noise barriers in the vicinity of both the First Free Will Baptist Church and the Bethel Christian School were considered and determined to be reasonable in the Fresno to Bakersfield Section Final EIR/EIS, the Draft Supplemental EIR/EIS, and their respective Noise and Vibration Technical Reports. The implementation of noise barriers would reduce severe exterior noise impacts to no impacts at this church-school facility, as described in Section 3.4.4.2 under Impact N&V #3 and shown in Table 3.4-21 and Figure 3.4-5 of the Draft Supplemental EIR/EIS. Noise barrier No. 5 has been determined to be reasonable (Table 3.4-27 and Figure 3.4-10 of the Draft Supplemental EIR/EIS) and would reduce severe exterior noise impacts to no impacts at this church-school facility.

Submission P027 (Elisabeth Sampson, Bethel Christian School/First Free Will Baptist Church, December 19, 2017)

1 regarding the individual circumstances and
2 specific needs of the affected receivers.”
3 Yet no consideration was given to
4 mitigate on the church-school campus in the FEIR,
5 despite a considerable amount of community from
6 the church-school stakeholders to the HSRA.
7 We request that you take note of this concern as
8 there is a legal obligation.
9 Thank you for your time. Our lawyers
10 will continue to try to work with your legal
11 staff to find a solution.
12 MS. MARTINEZ: Thank you so much.
13 Our next speaker is Elisabeth Sampson.
14 MS. E. SAMPSON: My name is Elisabeth
15 Sampson. I am also a member of the First Free
16 Will Baptist Church and a stakeholder of Bethel
17 Christian School, an organization that is
18 negatively impacted by the high-speed rail in
19 Fresno to the Bakersfield Project section.
20 So Distinguished Members of this Board,
21 as, myself, a stakeholder of the church-school
22 organization, I have concern because high-speed
23 rail noise impacts vary depending on the
24 alignment that it has been established that noise
25 would be greater with the hybrid aerial option.

P027-1

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P027-1

1 Regardless, in the most recent High-Speed Ground
2 Transportation Noise and Vibration Impact
3 Assessment the FRA has stated a church and a
4 school would both qualify as indoor noise-
5 sensitive sites.
6 We request that you take note of this
7 concern as there is a legal obligation.
8 Thank you for your time. Our lawyers
9 will continue to work and try with your legal
10 staff to find a solution.
11 MS. MARTINEZ: Thank you so much, Ms.
12 Sampson.
13 And at this point we do not have any
14 other speaker cards. We are here until eight
15 o'clock. If you would like to speak, provide
16 oral comments, please do fill out a speaker card
17 and submit them at the table in the front. Thank
18 you.
19 (Pause from 7:14 p.m. to 7:34 p.m.)
20 MS. MARTINEZ: We have a speaker card,
21 Ms. Kaitlyn Yates. Again, you have three
22 minutes. If you could please give us your first
23 and last name and whatever organization you may
24 be representing.
25 MS. YATES: All right. Hi. My name is

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Response to Submission P027 (Elisabeth Sampson, Bethel Christian School/First Free Will Baptist Church, December 19, 2017)

P027-1

Noise abatement measures in the form of noise barriers along the HSR alignment (N&V-MM#3) were considered for the area including the First Free Will Baptist Church and Bethel Christian School. Noise barriers in this area were considered and determined to be both feasible and reasonable in the Fresno to Bakersfield Section Final EIR/EIS, the Draft Supplemental EIR/EIS, and their respective Noise and Vibration Technical Reports. The implementation of noise barriers would reduce severe exterior noise impacts to no impacts at this church-school facility, as described in Section 3.4.4.2 under Impact N&V #3 and shown in Table 3.4-21 and Figure 3.4-5 of the Draft Supplemental EIR/EIS. Refer to N&V-MM#3 for a discussion of the performance standards that must be achieved to ensure interior noise levels do not exceed 45 dBA Ldn.

Submission P028 (Cristina Sandoval, December 19, 2017)

CALIFORNIA High-Speed Rail Authority		COMMENT CARD PLEASE PRINT LEGIBLY	
NAME: Cristina Sandoval		DATE: 12/19/17	
MEETING LOCATION: Bakersfield Marriott			
ADDRESS: 10913 Enger St		PHONE: (661) 504-1245	
CITY: Bakersfield	STATE: CA	ZIP: 93312	
*WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input type="radio"/> STATEWIDE <input checked="" type="radio"/> FRESNO TO BAKERSFIELD			
**WOULD YOU LIKE THE AUTHORITY TO CONTACT YOU? <input checked="" type="radio"/> YES <input type="radio"/> NO			
COMMENTS: I live on 10913 Enger St and due to where we live I'm in complete favor of the LGA because the May 2014 project affects my home.			
<small>Any information you provide is voluntary. This form, including all the information you may provide, may be posted on the Authority's website and/or may be subject to disclosure pursuant to the California Public Records Act. *Please complete the email section if you want to be placed on the Authority's email list. **Please complete the contact information if you want someone from the Authority to contact you. Please only provide your preferred method of contact.</small>			

Response to Submission P028 (Cristina Sandoval, December 19, 2017)

P028-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission P029 (Fred Starrh, Starrh Family Farms, December 19, 2017)

P029-1

1 MS. MARTINEZ: Starrh. My apologies.
2 And then after that we'll have Daniel Kilgore.
3 MR. STARRH: I'm Fred Starrh, a family
4 farmer. I'm representing Starrh Family Farms,
5 which I have two sons and a son-in-law, who farm
6 with me. My one son lives in a house just an
7 eighth-of-a-mile away from the fast rail project,
8 which they're planning to take out. I've been
9 there for 53 years, living in that area within a
10 half-a-mile of the railroad, and we're not very
11 happy about the process.
12 I'm here speaking on the traffic
13 circulation issue. My calculations, and I don't
14 know if you've done a traffic survey, but I
15 should hope that would be done, because they're
16 talking about taking our original house out and
17 then running through a field of pistachios at the
18 corner of Poplar Avenue and Highway 43, which we
19 have a little house there on the corner which
20 will also be taken out, plus his house. And the
21 traffic patterns that I have discerned after
22 living there that long are very much in question
23 as to what you're proposing, the correction that
24 you're going to do, because most of the traffic
25 is coming from -- I figure about 80 percent is

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P029-1

1 coming from Wasco. It comes down the 43 and
2 alongside the railroad track, turns on Poplar
3 Avenue and goes into the Shafter area. There's
4 about 15 percent, by my figures, going on to
5 Shafter, and then 5 percent going over the whole
6 railroad issue, and 43, two railroads and 43,
7 which has got to be a huge overpass.
P029-2

8 And I question that advisability of
9 putting an overpass for the traffic that goes
10 over that road. I don't know how many million
11 dollars it's going to take to put an overpass
12 over two railroads, Highway 43, for five or ten,
13 I mean, five or ten percent of the traffic. It's
14 just not real.
P029-3

15 On top of it, you make a big circle, on
16 the plans I've seen, through our properties
17 through the pistachios to come back onto to
18 Poplar Avenue just doesn't make any sense at all
19 when the traffic is all coming from Wasco and
20 could just make a turn and go right on to Poplar
21 Avenue on the west side of Poplar.
22 So, I mean, I just think there's a lot of
23 work that needs to be done, and I'm not a very
24 happy camper, to be honest, though. I'm just --
25 I want to get my word in. And I have a map that

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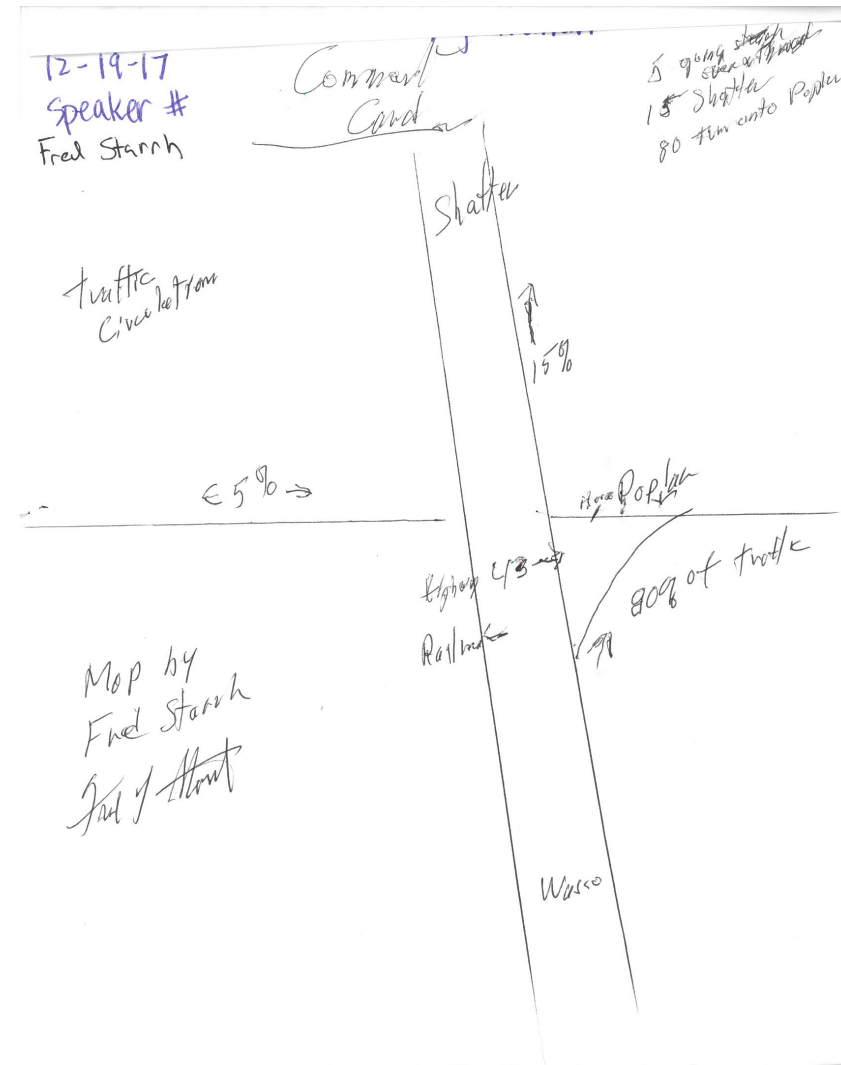
31

Submission P029 (Fred Starrh, Starrh Family Farms, December 19, 2017) - Continued

1 I'd like to submit that just sort of describes
 2 this.
 3 Thank you.
 4 MS. MARTINEZ: Thank you, Mr. Starrh.
 5 Okay, our next speaker is Daniel Kilgore,
 6 followed by Louis Gill. Daniel Kilgore is
 7 speaker number nine.
 8 MR. KILGORE: Hi. Hi. I'm Daniel
 9 Kilgore. I come on behalf of Bethel Christian
 10 students.
 11 I am a senior at Bethel Christian School
 12 and I have a concern. I would like to present
 13 this letter, after I'm done speaking, to you. It
 14 is from our accreditation, Wasco (phonetic)
 15 Visiting Committee members.
 16 This letter states,
 17 "Another potential impediment is the current
 18 unresolved status with regard to the impact
 19 of the school site of the California High-
 20 Speed Rail Project. The sound pollution is
 21 one of the impacts. The school decibel
 22 levels were measured at 59.7 decibels at one
 23 location, and 64 decibels at another location
 24 on the school property. The County of Kern
 25 has a decibel level limit of 65 decibels, but

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Response to Submission P029 (Fred Starrh, Starrh Family Farms, December 19, 2017)

P029-1

Existing traffic volumes at the intersection of Poplar Avenue/SR 43 have been developed based on existing traffic counts collected at that intersection. The commenter is correct in stating that only 5 percent of traffic under existing conditions that will go over the rail tracks. Under year 2035 with project conditions though, it is forecasted that traffic volumes on SR 43 will increase significantly from less than 1,000 two-way ADT to over 2,000 two-way ADT. Additionally, traffic will also be added on Poplar Avenue due to the construction of the HSR MOIF. Therefore, grade separating Poplar Avenue and SR 43 will allow for improved traffic operations along SR 43 and will also be beneficial to local residents in terms of safety. No revisions have been made to the Final Supplemental EIR in response to this comment.

Regarding property displacements, as outlined in Section 3.12.2 of the Draft Supplemental EIR/EIS, the Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended (Uniform Relocation Act), ensures that persons displaced as a result of a federal action or by an undertaking involving federal funds are treated fairly, consistently, and equitably. This procedure helps to ensure persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. Each relocated person would work with a relocation agent from the Authority.

P029-2

Existing traffic volumes at the intersection of Poplar Avenue/SR 43 have been developed based on existing traffic counts collected at that intersection. The commenter is correct in stating that only 5 percent of traffic under existing conditions that will go over the rail tracks. Under year 2035 with project conditions though, it is forecasted that traffic volumes on SR 43 will increase significantly from less than 1,000 two-way ADT to over 2,000 two-way ADT. Additionally, traffic will also be added on Poplar Avenue due to the construction of the HSR MOIF. Therefore, grade separating Poplar Avenue and SR 43 will allow for improved traffic operations along SR 43 and will also be beneficial to local residents in terms of safety. No revisions have been made to the Final Supplemental EIR in response to this comment.

P029-3

Existing traffic volumes at the intersection of Poplar Avenue/SR 43 have been developed based on existing traffic counts collected at that intersection. The commenter is correct in stating that only 5 percent of traffic under existing conditions that will go over the rail tracks. Under year 2035 with project conditions though, it is forecasted that traffic volumes on SR 43 will increase significantly from less than 1,000 two-way ADT to over 2,000 two-way ADT. Additionally, traffic will also be added on Poplar Avenue due to the construction of the HSR MOIF. Therefore, grade separating Poplar Avenue and SR 43 will allow for improved traffic operations along SR 43 and will also be beneficial to local residents in terms of safety. No revisions have been made to the Final Supplemental EIR in response to this comment.

Regarding property displacements, as outlined in Section 3.12.2 of the Draft Supplemental EIR/EIS, the Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended (Uniform Relocation Act), ensures that persons displaced as a result of a federal action or by an undertaking involving federal funds are treated fairly, consistently, and equitably. This procedure helps to ensure persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. Each relocated person would work with a relocation agent from the Authority.

Submission P030 (Alan Tandy, City of Bakersfield, December 19, 2017)

CALIFORNIA High-Speed Rail Authority		COMMENT CARD PLEASE PRINT LEGIBLY	
NAME: <i>Alan Tandy</i>	DATE: <i>12/17/17</i>		
MEETING LOCATION:	AFFILIATION: <i>City of Bakersfield</i>		
ADDRESS: <i>600 Truxtun</i>	EMAIL: <i>Atandy@bakercity.org</i>	PHONE: <i>661 834-6446</i>	
CITY: <i>Bakersfield</i>	STATE: <i>CA</i>	CITY: <i>Bakersfield</i>	ZIP: <i>93301</i>
*WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
<input type="radio"/> STATEWIDE <input type="radio"/> FRESNO TO BAKERSFIELD			
**WOULD YOU LIKE THE AUTHORITY TO CONTACT YOU? <input type="radio"/> YES <input checked="" type="radio"/> NO			
P030-1	COMMENTS: <i>The LGA is far superior for cost, property impacts, speed of train and redevelopment opportunity.</i>		
<small>Any information you provide is voluntary. This form, including all the information you may provide, may be posted on the Authority's website and/or may be subject to disclosure pursuant to the California Public Records Act. *Please complete the email section if you want to be placed on the Authority's email list. **Please complete the contact information if you want someone from the Authority to contact you. Please only provide your preferred method of contact.</small>			

Response to Submission P030 (Alan Tandy, City of Bakersfield, December 19, 2017)

P030-1

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission P031 (Alan Tandy, City of Bakersfield, December 19, 2017)

P031-1

1 panel and leave it in the comment box located
2 next to the podium.

3 At this time, I'd like to give any
4 elected officials or city representatives the
5 opportunity to provide their comments first.

6 Please state your first and last name and
7 the organization you're representing.

8 MR. TANDY: Good afternoon. My name is
9 Alan Tandy. I'm the City Manager of Bakersfield.

10 This past Wednesday night the Bakersfield City
11 Council unanimously adopted a resolution in
12 support of the LGA, or the locally-generated
13 alternative.

14 At the conclusion of the first EIR, when
15 High-Speed Rail adopted the hybrid alignment, the
16 City of Bakersfield, County of Kern, Dignity
17 Health, and two other local entities, filed
18 litigation under CEQA against the Authority. In
19 the case of the city, the hybrid alignment takes
20 out our corporation yard, which is the source of
21 providing all of our field services. It took all
22 of the parking for our renamed convention center.
23 It took the police maintenance garage facility.
24 It took out a new amenity in Mill Creek, new
25 housing that had just been constructed. And the

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P031-2

1 representatives of the High-Speed Rail Authority,
2 up through that action, weren't paying much
3 attention to the City of Bakersfield and its
4 concerns.

5 We entered into an out-of-court
6 settlement, that if the Authority would study the
7 locally-generated alternative and go through this
8 process that's now being brought to completion,
9 we would drop our litigation.

10 Since that time the cooperation from the
11 Authority has been excellent. It is clear that
12 the LGA involves far fewer properties. It is
13 straighter, faster, lower in elevation, allows
14 the train to go faster, is less costly. And I
15 would also argue, as the City Manager of
16 Bakersfield, that going into an area with
17 redevelopment opportunities, which the F Street
18 Station location is, affords the opportunity for
19 the growth in retail, housing and other issues
20 which are going to evolve as a result of high-
21 speed rail being here. If you go into an area
22 which is already fully developed, those
23 opportunities are very constrained.

24 We appreciate the Authority's cooperation
25 in this endeavor. We appreciate the grant that

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Submission P031 (Alan Tandy, City of Bakersfield, December 19, 2017) - Continued

1 allowed us to undertake a planning study for the
2 future development of Downtown Bakersfield in
3 light of high-speed rail coming in. That process
4 has been interactive with our community for some
5 time, and we hope to bring it to conclusion at
6 roughly the same time frame as this process was
7 concluded.

8 So we thank the Authority for listening
9 to the City of Bakersfield and our elected
10 officials, and for modifying the plans to date.

P031-3

11 We advocate that you go through and make a
12 permanent modification to the alignment.

13 Thank you.

14 MS. MARTINEZ: Thank you, Mr. Tandy.

15 Our next speaker will be Michael Kennedy
16 from Bethel Christian School, and followed by
17 Karen King.

18 MR. KENNEDY: Michael Kennedy, Bethel
19 Christian School. I am the Principal of Bethel
20 Christian School, also a stakeholder and member
21 of the First Free Will Baptist Church, an
22 organization that's negatively impacted by the
23 high-speed rail in this Fresno to Bakersfield
24 Project section.

25 Distinguished Members of this Board, as a

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Response to Submission P031 (Alan Tandy, City of Bakersfield, December 19, 2017)

P031-1

The commenter notes that the Bakersfield City Council unanimously adopted Resolution 162-17 supporting the Locally Generated Alternative (LGA) Alignment of the Fresno to Bakersfield Section of the California High-Speed Rail Project. Comment acknowledged.

P031-2

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

P031-3

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission P032 (Frank Vazquez, Bethel Christian School/First Free Will Baptist Church, December 19, 2017)

P032-1

1 Adeyinka Glover.

2 MR. VAZQUEZ: Good afternoon. My name is
3 Frank Vasquez and I'm a member of the First Free
4 Will Baptist Church, and also a stakeholder in
5 Bethel Christian School, an organization that is
6 negatively impacted by the high-speed rail in
7 this Fresno to Bakersfield Project section.

8 Distinguished Members of the Board, as a
9 stakeholder of this church-school organization, I
10 have many concerns. First of all, the Rail
11 Authority will demolish all the buildings between
12 our church and the easement for the train.
13 Demolition of this neighborhood structures will
14 only expose our facility to approximately 100
15 decibels of sound from the high-speed rail. But
16 it will also -- it's estimated that existing
17 sound shield, that these soon-to-be-demolished
18 structures will provide the existing train and
19 the 50 miles per hour (indiscernible) highway --
20 or Highway 466. Currently, the railroad easement
21 and US 466 are only one city block away, or 100
22 feet, from our church.

23 We request that you take note of these
24 concerns and there is -- because there's legal
25 obligations regarding this. Thank you for your

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24

1 time. And we are hoping that our lawyers will
2 keep working with you to try to work this legal
3 matter, because we have legal obligations to
4 fulfill.

5 Thank you for your time.

6 MS. MARTINEZ: Thank you, Mr. Vasquez.

7 Up next, Adeyinka Glover, and I apologize
8 if I've butchered your name, followed by Donald
9 Foster.

10 MS. GLOVER: Good afternoon. My name is
11 Adeyinka Glover and I'm an attorney at Leadership
12 Counsel for Justice and Accountability. We work
13 alongside disadvantaged communities in Kern
14 County, and we currently are reviewing the
15 environmental impact report and will submit
16 comments by January 16th. As we continue to
17 review the high-speed rail report, we have a few
18 areas of concern that we would like to raise
19 here, but we will also address in our written
20 comments.

21 High-speed rail is viewed as an
22 affordable housing solution for the state because
23 it will allow cost-burdened coastal residents the
24 ability to move inland. This will result in rate
25 increases and may potentially displace existing

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25

Response to Submission P032 (Frank Vazquez, Bethel Christian School/First Free Will Baptist Church, December 19, 2017)

P032-1

Properties along the HSR alignment would be either partially or fully acquired for the easement depending on right-of-way requirements for the railway. In addition, noise abatement measures in the form of noise barriers along the HSR alignment for both the May 2014 Project and F-B LGA were considered for this area (N&V-MM#3). The noise barrier was determined to be both feasible and reasonable in the Fresno to Bakersfield Section Final EIR/EIS, the Draft Supplemental EIR/EIS, and their respective Noise and Vibration Technical Reports. The implementation of noise barriers would reduce severe exterior noise impacts to no impacts at this church-school facility, as described in Section 3.4.4.2 under Impact N&V #3 and shown in Table 3.4-21 and Figure 3.4-5 of the Draft Supplemental EIR/EIS. Refer to N&V-MM#3 for a discussion of the performance standards that must be achieved to ensure interior noise levels do not exceed 45 dBA Ldn.

Submission P033 (Lois Watson, December 19, 2017)

 CALIFORNIA High-Speed Rail Authority		COMMENT CARD PLEASE PRINT LEGIBLY	
NAME: <i>Lois Watson</i>		DATE: <i>12-19-17</i>	
MEETING LOCATION: <i>Bakersfield</i>		AFFILIATION:	
ADDRESS: <i>3807 Noel Place</i>		EMAIL:	PHONE:
CITY: <i>Bakersfield</i>	STATE: <i>CA</i>	ZIP: <i>93306</i>	
*WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input type="radio"/> STATEWIDE <input type="radio"/> FRESNO TO BAKERSFIELD			
**WOULD YOU LIKE THE AUTHORITY TO CONTACT YOU? <input type="radio"/> YES <input checked="" type="radio"/> NO			
P033-1	COMMENTS: <i>I believe High Speed Rail will be a big asset for the city of Bakersfield. There have been meetings in Sacramento that I would have liked to attend, but couldn't due to the fact I would have to stay overnight there. HSR would allow me to make it in one day.</i>		
<small>Any information you provide is voluntary. This form, including all the information you may provide, may be posted on the Authority's website and/or may be subject to disclosure pursuant to the California Public Records Act. *Please complete the email section if you want to be placed on the Authority's email list. **Please complete the contact information if you want someone from the Authority to contact you. Please only provide your preferred method of contact.</small>			

Response to Submission P033 (Lois Watson, December 19, 2017)

P033-1

Refer to Standard Response FB-LGA-Response-General-07: General Support of HSR.

Submission P034 (Jonathan Yates, December 19, 2017)

1 of we don't know what's going on. Well, you
2 know, these set-asides are on your web page, you
3 know, and things like that.

4 But as far as extending it out to small
5 businesses that don't have the ability to get
6 like a million dollar contract, a million dollar
7 bond and anything else like that, well, you know,
8 these things are nonexistent for us.

9 So these are things that we're looking
10 forward to try to solve to bring back to our
11 membership, so we can convey this information to
12 them. And if we don't have this information, we
13 cannot convey this information back to our
14 membership.

15 So I see I only have 23 seconds left.

16 So -- but if you could take note of this,
17 you know, as far as small businesses, minority
18 participation and things like that, we need to
19 increase that. We need to increase their level
20 of awareness and everything else in there for all
21 areas concerned.

22 And I'm out of time. Thank you.

23 MS. MARTINEZ: Thank you, Mr. Hill.

24 Jonathon Yates.

25 MR. YATES: Good evening. My name is

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P034-1

P034-2

1 Jonathon Yates.

2 For the past year-and-a-half, I've been
3 working and planning to open a business in
4 Bakersfield. Downtown is where I'd like to
5 locate the business. And it would involve a
6 significant investment and potentially create, I
7 think six to ten jobs with significant benefits
8 to surrounding businesses, as well.

9 The F Street alignment is a significant
10 blow to this business plan and the future
11 outlook, I think, for Downtown Bakersfield and
12 what it will do with fragmenting the
13 transportation infrastructure for the city and
14 making the high-speed rail inaccessible by
15 walking or biking. I don't think it will lead to
16 the kind of housing development or business
17 development downtown that the downtown Truxtun
18 Station will provide.

19 Additionally, I have concerns with the
20 loss of a significant number of jobs to Kern
21 County that would probably be caused by the F
22 Street alignment in having it bypass the Shafter
23 Heavy Maintenance Facility proposed location. We
24 really want these jobs to stay in Kern County,
25 and we think that that's the best location for

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Submission P034 (Jonathan Yates, December 19, 2017) - Continued

P034-2 | 1 this facility. So we would like the High-Speed
2 Rail Authority to choose not to take the F Street
3 alignment.

P034-3 | 4 Also, there are considerable concerns
5 with environmental remediation needed along the
6 Sumner Street corridor, given the old industrial
7 buildings that are there. And I think that there
8 will be additional costs associated with that,

P034-4 | 9 along with costs required of rebuilding the F
10 Street interchange and the 7th Standard Road
11 crossing where the high-speed rail will cross it.

12 I think that overall the original plan is
13 much better for the City of Bakersfield, and hope
14 that the High-Speed Rail Authority will come to
15 that conclusion.

16 Thank you for your time.

17 MS. MARTINEZ: Thank you.

18 We have another card. Troy Hightower?

19 MR. HILL: He went to the restroom.

20 He'll be right back.

21 MS. MARTINEZ: Well, okay. We're on
22 hold, because that was our only other card.

23 (Pause from 5:14 p.m. to 5:15 p.m.)

24 MS. MARTINEZ: Okay. And we are moving
25 forward. We have Troy Hightower.

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Response to Submission P034 (Jonathan Yates, December 19, 2017)

P034-1

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station.

As discussed in Section 3.13 Station Planning, Land Use, and Development of the Draft Supplemental EIR/EIS, the land within the F Street Station site study area is currently developed with a mix of low-density commercial, residential, and industrial uses and vacant parcels. The Truxtun Avenue station location, conversely, is centrally located near the Rabobank Arena, Theater, and Convention Center, Marriott Hotel, and Amtrak station.

While the Truxtun Avenue station location would provide an immediate direct connection to the Amtrak Station and existing downtown amenities, public benefits derived from future transit-oriented development would be concentrated in a relatively small geographic area that is already developed, with little benefit to the rest of the city. The F Street Station site, however, offers opportunities for a comprehensive planning effort to revitalize the greater downtown area through the conversion of auto-oriented corridors to complete streets that prioritize the pedestrian, greater transit and multi-modal connectivity throughout downtown, and the revitalization of underutilized land.

The City of Bakersfield Making Downtown Bakersfield Vision Plan (May 2018; Vision Plan) describes a phased effort to link the F Street Station and the Amtrak Station through the development of transit, bicycle, and pedestrian improvements to enable passengers to transfer from the HSR train to local commuter transit. These improvements include bus rapid transit (BRT) on Chester and California Avenues, a downtown shuttle, and mobility hubs at the Amtrak Station, HSR station, and the Golden Empire Transit Center. While these services are central to connecting the HSR station and downtown, they provide the added benefit of offering a new alternative form of transportation for non-HSR riders throughout downtown. The Vision Plan also proposes public realm improvements along three corridors to form a pedestrian friendly loop around the downtown area, connecting residential, commercial, and parks, and open space areas and activating the F Street station area.

As discussed in Appendix 8-A of the Draft Supplemental EIR/EIS, because the F Street Station area contains more vacant land compared to the Truxtun Avenue Station, the F

P034-1

Street Station presents more opportunities for infill development, revitalization of existing large buildings, new job creation, and transit-oriented housing. The second phase of implementation detailed in the Vision Plan lays out a framework for redeveloping the area around the F Street station. Garces Circle would be transformed from an automobile-oriented roundabout into a high-density, mixed-use retail, residential and office district. This new district will be supported by rehabilitating adjacent mixed-use and single-family neighborhoods.

In addition to increased opportunities for revitalization, the F Street Station site would involve the loss of fewer homes compared to the Truxtun Avenue Station. The Truxtun Avenue Station would result in the conversion of 53 acres of existing single-family residential land uses and 4 acres of existing multi-family residential uses. The F Street Station would result in the conversion of 1 acre of existing single-family residential and 2 acres of existing multi-family residential land uses.

P034-2

The commenter notes that the F-B LGA does not contain an HMF near Shafter, and therefore would not include the associated employment opportunities at that facility.

The location of the HMF has not yet been determined. The HMF decision will be made separately from the identification of the preferred alignment and station alternatives in the Draft Supplemental EIR/EIS. A decision on the HMF site will be made sometime after environmental review is complete for both the Fresno to Bakersfield section and the Wye area near Chowchilla (the Wye area is being evaluated on a supplemental basis via a Subsequent EIR/Supplemental EIS to the certified 2012 Merced to Fresno Section EIR/EIS). To support this future decision, additional comparative study, design, and review may be necessary. Subsequent review and study may include further design.

P034-3

Environmental remediation along the project alignment would occur during construction activities, as necessary, including as related to the presence of and potential need to

Response to Submission P034 (Jonathan Yates, December 19, 2017) - Continued

P034-3

demolish old industrial buildings. As discussed in Section 3.10.2.1 of the Draft Supplemental EIR/EIS (page 3.10-3), hazardous materials could be released accidentally during project construction or operation due to the transport, use, or disposal of materials, or the demolition of buildings and roadways with asbestos-containing materials (ACMs) and/or lead-containing materials including lead-based paint.

As discussed under Impact HMW #1, Temporary Transport, Use, Storage, and Disposal of Hazardous Materials and Wastes of the Draft Supplemental EIR/EIS, demolition of buildings and roadways containing asbestos and lead-based materials requires specialized procedures and equipment and appropriately certified personnel. Buildings and roadways intended for demolition that were constructed before 1980 will be surveyed for ACMs prior to being disturbed as a result of the project. Buildings and roadways constructed before 1971 will also be surveyed for lead. A demolition plan for any location with positive results for asbestos or lead will be prepared. The plan will specify how to appropriately contain, remove, and dispose of the asbestos- and lead-containing material while meeting all requirements and best management practices to protect human health and the environment.

Overall, the cost associated with implementation of the F-B LGA would be less than the May 2014 Project as described in Chapter 6, Project Costs and Operations, of the Draft Supplemental EIR/EIS. Category 40, Sitework, Right-of-Way, Land, Existing Improvements, in Table 6-1, includes cost of demolition and hazardous materials removals, among other items.

No revisions to the Final Supplemental EIR are necessary based upon this comment.

P034-4

The commenter states that there will be additional costs to rebuild the F Street interchange and the 7th Standard Road HSR crossing. The 2017 Cost Estimate Report, available from the Authority upon request, includes costs for both the F Street Interchange (Unit Price Element 40.08.425A, approximately \$45 million) and the 7th Standard Interchange (Unit Price Element 40.08.425B, approximately \$47.9 million).

P034-4

Refer to Chapter 6 of the Draft Supplemental EIR/EIS for more information about cost; the costs for both interchanges are included in Cost Category 40: Site work, Right-of-Way, Land, Existing Improvements.

Submission P035 (Kaitlyn Yates, December 19, 2017)

1 Regardless, in the most recent High-Speed Ground
2 Transportation Noise and Vibration Impact
3 Assessment the FRA has stated a church and a
4 school would both qualify as indoor noise-
5 sensitive sites.

6 We request that you take note of this
7 concern as there is a legal obligation.

8 Thank you for your time. Our lawyers
9 will continue to work and try with your legal
10 staff to find a solution.

11 MS. MARTINEZ: Thank you so much, Ms.
12 Sampson.

13 And at this point we do not have any
14 other speaker cards. We are here until eight
15 o'clock. If you would like to speak, provide
16 oral comments, please do fill out a speaker card
17 and submit them at the table in the front. Thank
18 you.

19 (Pause from 7:14 p.m. to 7:34 p.m.)

20 MS. MARTINEZ: We have a speaker card,
21 Ms. Kaitlyn Yates. Again, you have three
22 minutes. If you could please give us your first
23 and last name and whatever organization you may
24 be representing.

25 MS. YATES: All right. Hi. My name is

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P035-1

P035-2

P035-3

P035-4

1 Kaitlyn Yates and I'm a resident of Bakersfield.
2 So I recently moved to Bakersfield because I saw
3 so much potential in this community and the
4 Southern San Joaquin Valley in general.

5 The entire prospect of the F Street stop
6 appalls me and makes me lose faith in the
7 leadership of the community I believe in. The
8 stop isolates the line from residents, making it
9 only accessible to those fortunate enough to
10 afford rideshares or to drive themselves. And as
11 most of us in our community know, Bakersfield is
12 built off the backs of families and individuals
13 who may not have these luxuries. So it's a sad
14 prospect for the growth of downtown, tourism and
15 the economy of this place, of which our community
16 needs more of.

17 It's also just crazy to me that the
18 Council would even consider missing out on an
19 opportunity for 2,000 jobs that the downtown
20 station would provide because the Wonderful
21 company donated land to them, and that option is
22 off the table if the F Street stop goes through.

23 And finally, if you're wondering why only
24 25 or so people spoke tonight, it's because the
25 Council did a terrible job of informing us about

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Submission P035 (Kaitlyn Yates, December 19, 2017) - Continued

P035-4 | 1 our choices and about our opportunity to speak.
2 So if you don't think people care or won't be
3 impacted by the change, you're wrong. People do
4 care. And people, especially those who have the
5 most to gain from the downtown stop, will be
6 impacted, but they're otherwise constrained. And
7 on top of that, they were not adequately informed
8 of the opportunities they have to share their
9 voice or their opinion.

P035-5 | 10 I still believe in the potential of this
11 place, but the proposition for the F Street stop
12 makes me question if that potential will ever be
13 realized.

14 Thank you.

15 MS. MARTINEZ: Thank you, Ms. Yates.

16 And once again, we'll pause things until
17 we get more cards.

18 (Pause from 7:36 p.m. to 7:41 p.m.)

19 MS. MARTINEZ: Okay, we have another
20 speaker card that's just come in.

21 Can I have Mary Helen Barro come to the -
22 - and speak, come to the microphone.

23 MS. BARRO: Thank you very much. I
24 appreciate it. (Speaking Spanish.)

25 I just wanted to come here and put in my

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Response to Submission P035 (Kaitlyn Yates, December 19, 2017)

P035-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

P035-2

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

P035-3

The HMF decision will be made separately from the identification of the preferred alignment and station alternatives in the Draft Supplemental EIR/EIS. A decision on the HMF site will be made sometime after environmental review is complete for both the Fresno to Bakersfield Section and the Wye area near Chowchilla (the Wye area is being evaluated on a supplemental basis via a Subsequent EIR/Supplemental EIS to the certified 2012 Merced to Fresno Section Final EIR/EIS). To support this future decision, additional comparative study, design, and review may be necessary. Subsequent review and study may include further design.

P035-4

The commenter states that the Council (sic) did not provide enough information about the public hearing. The Authority and the FRA are the CEQA and NEPA lead agencies, respectively, for the Draft Supplemental EIR/EIS. As such, the Authority and FRA were responsible for noticing the availability of the Draft Supplemental EIR/EIS and holding the public hearing. The Notice of Availability, which was distributed initially on November 9, 2017 and then, in corrected form on November 17, 2017, included notice of the hearing and was mailed to schools, elected officials, stakeholders, agencies, and tribes. It was also mailed out to owners and residents within 300 feet of the May 2014 Project and F-B LGA project footprint and to anyone who had requested to be notified. Finally, the NOA was published in 10 newspapers with circulation in the project area. The table below shows the names of publications and the dates the NOA was published.

Table 1. NOA Newspaper Publications

P035-4

Publication
Initial Publication Date
Second Publication Date
1
<i>Bakersfield Californian</i>
11/9/2017
11/17/2017
2
<i>Bakersfield.com</i>
11/09/2017-11/15/2017
11/15/2017
3
<i>El Popular</i>
11/3/2007

Response to Submission P035 (Kaitlyn Yates, December 19, 2017) - Continued

P035-4

11/17/2017
4
<i>Fresno Bee</i>
11/9/2017
11/17/2017
5
<i>Hanford Sentinel</i>
11/9/2017
11/17/2017
6
<i>Vida en el Valle</i>
11/8/2017
11/22/2017
7
<i>Corcoran Journal</i>

P035-4

11/9/2017
11/15/2017
8
<i>Delano Record</i>
11/9/2017
11/23/2017
9
<i>Wasco Tribune</i>
11/8/2017
11/22/2017
10
<i>Shafter Press</i>
11/8/2017
11/22/2017

Response to Submission P035 (Kaitlyn Yates, December 19, 2017) - Continued

P035-4

In addition to publishing the notice in local newspapers, the Authority posted the NOA on the project section page with a link from the Authority's homepage. The Authority also issued a press release on November 9, 2017 with the specific hearing information to media outlets in the Central Valley and an email list of 8,789 unique email addresses.

The FRA published a notice about the public hearing scheduled for December 19, 2017 in Bakersfield. The webpage was made available to the public on November 17, 2017. Here is a link: <https://www.fra.dot.gov/Page/P1072>. The U.S. Environmental Protection agency published a notice about the availability of the Fresno to Bakersfield Draft Supplemental EIR/EIS from the FRA also on November 17, 2017.

The public hearing was noticed in newspapers, online, and via mail to area stakeholders. The purpose of the public hearing is to solicit written and oral public comments on the Draft Supplemental EIR/EIS. The Authority also provided a dedicated hotline in order to provide further opportunity for the public to make oral comments.

P035-5

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

27 REFERENCES

Note to Reader

Note: No author-date citations are used when referring to the Fresno to Bakersfield Section Final EIR/EIS and the Fresno to Bakersfield Draft Supplemental EIR/EIS that are mentioned in the comments and responses in this volume. These should be understood to refer to the following documents:

Draft Supplemental EIR/EIS = California High-Speed Rail Authority and USDOT Federal Railroad Administration. 2017. California High-Speed Rail Project Environmental Impact Report/Environmental Impact Statement: Draft Supplemental EIR/EIS, Fresno to Bakersfield Locally Generated Alternative. Three volumes. Sacramento, CA, and Washington, DC: California High-Speed Rail Authority and USDOT Federal Railroad Administration, November 2017.

Final EIR/EIS = California High-Speed Rail Authority and USDOT Federal Railroad Administration. 2014. California High-Speed Train Project Environmental Impact Report/Environmental Impact Statement: Final EIR/EIS, Fresno to Bakersfield. Five volumes. Sacramento, CA, and Washington, DC: California High-Speed Rail Authority and USDOT Federal Railroad Administration, March 2014.

This chapter contains a list of all the references and sources relied upon to prepare responses to public and agency comments on the *Fresno to Bakersfield Locally Generated Alternative (F-B LGA) Draft Supplemental Environmental Impact Report/Environmental Impact Statement (EIR/EIS)*.

The geographic information system (GIS) data files and other electronic sources that are cited on figures throughout the Supplemental EIR/EIS are not listed in this chapter.

Some sources cited in the author-date citations in the text are short forms. The short forms that are not easily identified and their corresponding full forms are listed below.

- **Authority:** See California High-Speed Rail Authority.
- **DWR:** See California Department of Water Resources.
- **EPA:** See U.S. Environmental Protection Agency.
- **OEHHA:** See California Office of Environmental Health Hazard Assessment.

References for Standard Responses

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